FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

SMALL AIRPLANES, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2013-24

11/18/2013 - 12/1/2013

Federal Aviation Administration
Engineering Procedures Office, AIR-110
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AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes			
Biweekly 2013-01			
2012-26-07		Eurocopter France	AS350BA helicopters
2012-26-09		Burkhart GROB Luft-und Raumfahrt GmbH	GROB G 109 and GROB G 109B sailplanes
2012-26-10		Eurocopter France	SA-365N, SA-365N1, AS-365N2, AS 365 N3, EC 155B, EC155B1, SA-366G1, SA-365C, SA-365C1, and SA-365C2 helicopters
2012-26-11		Bell Helicopter Textron Inc	205A, 205A-1, and 205B helicopters
2012-26-12		Thielert Aircraft Engines	TAE 125-02-99 and TAE 125-02-114 reciprocating engines
2012-26-13	S 2011-07-09	Thielert Aircraft Engines GmbH	TAE 125-01, TAE 125-02-99, and TAE 125-02-114 reciprocating engines
2012-26-15		Honeywell International Inc	See AD
2012-27-02		Turbomeca S.A.	ARRIEL 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1 turboshaft engines
Biweekly 2013-02			
2012-17-08		Bell Helicopter Textron Inc	204B, 205A, 205A-1, 205B, and 212 helicopters
2012-24-09	COR	Lycoming Engines and Continental Motors, Inc.	TIO-540-AK1A, TSIO-360-MB, TSIO-360-SB, and TSIO-360-RB reciprocating engines
2013-01-06		Pilatus Aircraft Ltd	PC-7
2013-02-01		Bell Helicopter Textron Inc	206L, 206L-1, and 206L-3 helicopters, and Model 206L-4 helicopters
Biweekly 2013-03			
2013-01-04		Bell Helicopter Textron, Inc	412 and 412EP helicopters
2013-01-05		Eurocopter France	AS350B3 and EC130B4 helicopters
2013-01-07		Turbomeca S.A.	Arriel 2D turboshaft engines
2013-02-13		Piper Aircraft, Inc	PA-28-236, PA-28-140, PA-28-150, PA-28-151, PA-28-160, PA-28-161, PA-28-180, PA-28-181, PA-28-201T, PA-28R-201, PA-28-235, PA-28R-201T, PA-28S-160, PA-28S-180, PA-28R-180, PA-28R-200, PA-28RT-201, PA-28RT-201T, PA-32-260, PA-32-301, PA-32-301T, PA-32-300, PA-32R-300, PA-32R-301T, PA-32R-301 (SP), PA-32R-301 (HP), PA-32RT-300, PA-32RT-300T, PA-32S-300, PA-32-301FT, PA-32-301XTC, PA-34-200, PA-34-200T, PA-34-220T, PA-44-180, and PA-44-180T
2013-03-03		MD Helicopters, Inc.	500N, 600N, and MD900 helicopters
Biweekly 2013-04			
2012-26-16	S 2009-14-13	Pilatus Aircraft Ltd.	PC-12, PC-12/45, PC-12/47, and PC-12/47E
2013-03-01	S 2010-20-18	Pacific Aerospace Limited	FU24-954 and FU24A-954
2013-03-02	S 2012-19-09	Eurocopter France	EC 155B, EC155B1, SA-365N1, AS-365N2 AS 365 N, and AS 365 N3 helicopters
2013-03-04		Sikorsky Aircraft Corporation	269D and Model 269D
2013-03-09		DG Flugzeugbau GmbH	DG-1000T gliders
2013-03-10		Lindstrand Hot Air Balloons Ltd	Appliance: Female ACME threaded hose connectors
2013-03-14		Pratt & Whitney Canada Corp.	PT6C-67C turboshaft engines
2013-03-15		Cessna Aircraft Company	172R and 172S
2013-03-16	S 2011-08-01	Bell Helicopter Textron	204B, 205A, 205A-1, 205B, 210 and 212 helicopters
2013-03-21		Pratt & Whitney Canada Corp.	PW206B, PW206B2, PW206C, PW207C, PW207D, PW207D1, PW207D2, and PW207E turboshaft engines
2013-04-02		Reims Aviation S.A.	F406
Biweekly 2013-05			
2013-04-06		Eurocopter France	AS332C, AS332L, and AS332L1 helicopters
2013-04-08		Diamond Aircraft Industries GmbH	H-36, HK 36 R, HK 36 TS, and HK 36 TTS
2013-04-09		Costruzioni Aeronautiche Tecnam srl	P2006T
2013-05-01	S 2011-24-08	Turbomeca S.A.	Makila 1A2 turboshaft engines

AD No.	Information	Manufacturer	Applicability

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Biweekly 2013-06

2012-26-06	S 97-10-15	Erickson Air-Crane Incorporated	S-64F helicopters
2013-04-06		Eurocopter France	AS332C, AS332L, and AS332L1 helicopters
2013-05-14		Bell Helicopter Textron, Inc.	412 and 412EP helicopters
2013-05-17		Sikorsky Aircraft Corporation	S-61A, D, E, L, N, NM, R, and V helicopters
2013-05-23		Eurocopter France	AS332C, L, and L1 helicopters
2013-06-02		Diamond Aircraft Industries GmbH	DA 42 M-NG and DA 42 NG

Biweekly 2013-07

2004-21-08 R1		Cessna Aircraft Company	190, 195 (L-126A,B,C), 195A, and 195B
2008-07-11 R1		Pilatus Aircraft Ltd.	PC-12, PC-12/45, and PC-12/47
2013-03-10		Lindstrand Hot Air Balloons Ltd	Appliance: female ACME threaded hose connectors
2013-05-15		Robinson Helicopter Company	R44 and R44 II helicopters
2013-05-16		MD Helicopters, Inc.	369D, E, F, and FF helicopters
2013-05-21		Eurocopter France	EC130 B4 helicopters
2013-05-22		Agusta S.p.A.	A109, A109A, A109A II, A109C, A109K2, A109E, A109S, and A119 helicopters
2013-06-04		Reims Aviation S.A.	F406
2013-06-07		Eurocopter France	SA-365N1, AS-365N2, and AS 365 N3 helicopters
2013-06-51		See AD	See Ad

Biweekly 2013-08

2013-07-01		Diamond Aircraft Industries GmbH	DA 42, DA 42 M-NG, and DA 42 NG
2013-07-05		Eurocopter France	EC130B4 helicopters
2013-07-06		Eurocopter France	AS332C, AS332L, AS332L1, AS332L2, and EC225LP helicopters
2013-07-12		BRP Powertrain GmbH & Co KG Rotax	912 F2; 912 F3, 912 F4, 912 S2; 912 S3, 912 S4, 914 F2; 914 F3; and 914 F4 engines
2013-08-04		Grob-Werke	G115EG
2013-08-06		Bell Helicopter Textron Canada	430 helicopters
2013-08-07		Eurocopter France	AS332C, L, and L1 helicopters

Biweekly 2013-09

2004-21-08 R1		Cessna Aircraft Company	190, 195 (L-126A,B,C), 195A, and 195B
2012-25-01		Eurocopter France	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters
2012-25-04		Eurocopter France	AS350B3 helicopters
2013-03-18		Eurocopter Deutschland GmbH	MBB-BK 117 C-2 helicopters
2013-08-05		Cessna Aircraft Company	525
2013-08-17		Eurocopter France	SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1 helicopters
2013-08-19		Eurocopter France	AS350B, BA, B1, B2, B3, C, D, D1, AS355E, F, F1, F2, and N helicopters
2013-08-21		Diamond Aircraft Industries GmbH	DA 40 NG
2013-08-22		Turbomeca S.A.	1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1 turboshaft engines

Biweekly 2013-10

2013-04-08 R1		Diamond Aircraft Industries GmbH	HK 36 R, HK 36 TS, and HK 36 TTS powered gliders
2013-08-14	S 2005-12-02	Revo, Incorporated	COLONIAL C-1, COLONIAL C-2, LAKE LA-4, LAKE LA-4A, LAKE LA-4P, and LAKE LA-4-200
2013-09-05		Twin Commander Aircraft LLC	690, 690A, and 690B
2013-09-06		Agusta	A119 and AW119 MKII helicopters
2013-09-09	S 98-22-15	Slingsby Sailplanes Ltd.	Dart T.51, Dart T.51/17, and Dart T.51/17R sailplanes
2013-10-01		Spectrolab Nightsun XP Searchlight	Appliance: See AD
2013-10-51	E	Eurocopter France	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters

AD No.	Information	Manufacturer	Applicability

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Biweekly 2013-11

2013-10-05		Eurocopter Deutschland GmbH	MBB-BK 117 C-2 helicopters
2013-11-02		Aircraft Industries a.s.	L-420
2013-11-09	S 2001-08-14R1	Turbomeca S.A.	Arrius 2B1 and 2F turboshaft engines

Biweekly 2013-12

2013-10-04	S 82-16-05 R1	Piper Aircraft, Inc.	PA-31, PA-31-325, and PA-31-350
2013-11-01		Iniziative Industriali Italiane S.p.A.	Sky Arrow 650 TC, Sky Arrow 650 TCN, Sky Arrow 650TCS, and Sky Arrow 650TCNS
2013-11-05		Bell	214B, 214B-1, and 214ST helicopters
2013-11-13		Rolls-Royce plc	Viper Mk. 601-22 turbojet engines

Biweekly 2013-13

2013-06-51		Goodrich	Appliance: See AD
2013-11-08	S 2011-01-14	Pilatus Aircraft Ltd.	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
2013-11-10		Cessna Aircraft Company	LC40-550FG, LC41-550FG, and LC42-550FG
2013-11-11	S 2000-04-01	Cessna Aircraft Company	172R, 172S, 182S, 182T, T182T, 206H and T206H
2013-11-15		Eurocopter Deutschland GmbH	BO-105A, BO-105C, BO-105S, BO-105LS A-1, BO 105 LS A-3, EC135 P1, EC135 P2, EC135 P2+, EC135 T1, EC135 T2, EC135 T2+, MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2, and MBB-BK117 C-1, MBB-BK117 C-2 helicopters
2013-12-04		Eurocopter France	EC 155B, EC155B1, SA-366G1, SA-365N, SA-365N1, AS-365N2, and AS 365 N3 helicopters
2013-12-07		Bell Helicopter Textron Canada	407 helicopters
2013-13-02		B-N Group Ltd.	BN-2, BN-2A, BN2A MK. III, BN2A MK. III-2, BN2A MK. III-3, BN-2A-2, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN-2T, and BN-2T-4R

Biweekly 2013-14

2012-23-13	COR	Sikorsky Aircraft Corporation	S-70, S-70A, and S-70C helicopters
2013-12-06		Eurocopter Deutschland	MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, and MBB-BK 117 C-2 helicopters
2013-13-01		Piper Aircraft, Inc.	PA–46–310P (Malibu), PA–46–350P (Mirage), PA–46R–350T (Matrix), and PA–46–500TP (Meridian)
2013-13-10		Pilatus Aircraft Ltd.	PC-7
2013-13-14		See AD	See AD

Biweekly 2013-15

2013-10-51		Eurocopter France	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters
2013-12-05		Eurocopter Deutschland GmbH	MBB-BK 117 C-2 helicopters
2013-14-01		Pilatus Aircraft Ltd.	PC-6/B2-H4
2013-14-08		Austro Engine GmbH	E4 engines
2013-15-03		Eurocopter France	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D and AS350D1 helicopters
2013-15-04		Hartzell Propeller, Inc.	HC-(1,D)2(X,V,MV)20-7, HC-(1,D)2(X,V,MV)20-8, and HC-(1,D)3(X,V,MV)20-8 propellers

Biweekly 2013-16

2013-13-06		See AD	See AD
2013-15-02	S 2008-10-03	Bell Helicopter Textron	205A, 205A-1, 205B, 210, 212, 412, 412CF, and 412EP helicopters
2013-16-06		Eurocopter Deutschland GmbH	BO-105A, BO-105C, BO-105LS A-1, BO-105LS A-3, and BO-105S helicopters

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes			
Biweekly 2013-17			
2011-22-05	COR, S 2003-22-06	EUROCOPTER FRANCE	AS350B, B1, B2, B3, BA, C, D, D1, AS355E, F, F1, F2, N, and NP helicopters
2012-11-02	COR, S 2008-22-51	Eurocopter Deutschland GmbH	EC135 helicopters
2012-25-04	COR, S 2012-21-51	Eurocopter France	AS350B3 helicopters
2013-15-19	S 2013-07-12	BRP Powertrain GmbH & Co KG Rotax	Rotax 912F, Rotax 912S, Rotax 914F, Rotax 912F, 912S, and 914F engines
2013-16-01		Beechcraft Corporation and Hawker Beechcraft Corporation	See AD
2013-16-04		Eclipse Aerospace, Inc.	EA500
2013-16-07		Eurocopter France	AS332C, AS332L, AS332L1, AS332L2, and EC225LP helicopters
2013-16-10		Hamilton Standard Division and Hamilton Sundstrand Corporation	See AD
2013-16-13		Eurocopter Deutschland GmbH	O-105A, BO-105C, BO-105S, BO-105LS A-1, BO-105LS A-3, MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK117 B-1, MBB-BK 117 B-2, and MBB-BK 117 C-1 helicopters
2013-16-16		Agusta S.p.A. and Bell Helicopter Textron Helicopters	See AD
2013-16-19		Eurocopter France	EC120B and EC130B4 helicopters
2013-16-20		Eurocopter Deutschland GmbH	MBB-BK 117 C-2 helicopters
99-07-10 R1		PIAGGIO AERO INDUSTRIES S.p.A	P-180
Biweekly 2013-18			
2013-10-04	COR	Piper Aircraft, Inc.	PA-31, PA-31-325, and PA-31-350 airplanes
2013-16-05	S 64-07-05	Alexander Schleicher	AS -K13, Ka2B, Ka 6, Ka 6 B, Ka 6 BR, Ka 6 C, Ka 6 CR, K7, K8, and K 8 B sailplanes
2013-16-14		Eurocopter Deutschland	EC135 P1, P2, P2+, T1, T2, and T2+ helicopters
2013-17-01		Eurocopter France	AS350B, AS350BA, AS350B1, AS350B2, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, and AS355F2; AS350B3; AS355N and AS355NP helicopters
2013-17-04		Various Aircraft	Equipped with a Rotax Aircraft Engines 912 A series engine (See AD)
2013-18-03		Bell Helicopter Textron Canada	206A and 206B; 206L helicopters
Biweekly 2013-19			
2013-13-01	COR	Piper Aircraft, Inc.	PA–46–310P (Malibu), PA–46–350P (Mirage), PA–46R–350T (Matrix), PA–46–500TP (Meridian)
2013-16-03		Eurocopter France	AS350C, D, D1, B, BA, B1, B2, and B3; and AS355E, F, F1, F2, N, and NP helicopters
2013-18-01		Eurocopter France	C 155B, EC155B1, SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1 helicopters
2013-18-04		Piaggio Aero Industries S.p.A	P-180
2013-18-05		Eurocopter Deutschland GmbH	EC135P1, EC135P2, EC135P2+, EC135T1, EC135T2, and EC135T2+ helicopters
2013-18-06		Bell Helicopter Textron Canada Limited	206A, 206B, 206L, 206L-1, 206L-3, 206L-4, 222, 222B, 222U, 230, 407, 427, and 430 helicopters
2013-18-07	S 76-12-07	Bell Helicopter Textron	204B and 205A-1 helicopters
2013-19-01		AgustaWestland S.p.A.	A119 and AW119 MKII helicopters
Biweekly 2013-20			
2013-15-01		AgustaWestland S.p.A.	AB139 and AW139 helicopters
2013-19-05		Bell Helicopter Textron, Inc.	214B, 214B-1, and 214ST helicopters
2013-19-06		Robinson Helicopter Company	R22, R22 Alpha, R22 Beta, and R22 Mariner helicopters
2013-19-07		Eurocopter France	SA-365N, SA-365N1, AS-365N2, AS 365 N3, EC 155B, EC155B1, AS332C, AS332L, AS332L1, AS332L2, and EC225LP helicopters
2013-19-16		Sikorsky Aircraft Corporation	S-92A helicopters
2013-19-19		Eurocopter France	AS332C, AS332L, AS332L1, AS332L2, and EC225LP helicopters

AD No.	Information	Manufacturer	Applicability
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2013-20-51		AgustaWestland S.p.A	A109A, A109A II, A109C, A109E, A109K2, A109S, AW109SP, A119, and AW119 MKII helicopters
Biweekly 2013-21			
Due to the partial shutdown of the US Government, there were no AD's published in this Bi-weekly period.			
Biweekly 2013-22			
2013-19-24	S 2003-08-51	MD Helicopters, Inc.	369A, 369D, 369E, 369H, 369HE, 369HM, 369HS, 369F and 369FF helicopters
2013-20-01		Agusta	A109A, A109AII, and A109C helicopters
2013-20-02		Bell	230 helicopters
2013-20-03		Bell	430 helicopters
2013-20-05		Bell	407 helicopters
2013-20-15	S 97-19-10	Erickson Air-Crane Incorporated	CH-54A helicopters
2013-20-16		MD Helicopters, Inc.	MD 900 helicopters
2013-20-18		Bell Helicopter Textron, Inc.	412, 412EP, and 412CF helicopters
2013-20-51	S 2009-05-09	AgustaWestland S.p.A	A109A, A109A II, A109C, A109E, A109S, A109K2, AW109SP, A119 and AW119 MKII helicopters
2013-21-01		Eurocopter France	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters
2013-21-02	S 2012-24-09	Lycoming and Continental Motors, Inc.	See Ad
2013-21-05		Eurocopter Deutschland GmbH	EC135 P1, P2, P2+, T1, T2, and T2+ helicopters
2013-22-01		Bell Helicopter Textron Canada	206L-4 and 407 helicopters
Biweekly 2013-23			
2013-20-13		Bell	206B, 206A; and 206L helicopters
2013-20-17		Eurocopter Deutschland GMBH	BO105C (C-2 and CB-2 Variants) and BO105S (CS-2 and CBS-2 Variants) helicopters
2013-22-12		DG Flugzeugbau GmbH	DG-800A, DG-800B, and DG-500MB gliders
2013-22-13		PILATUS Aircraft Ltd.	PC-7
2013-22-14		DG Flugzeugbau GmbH	DG-1000T gliders
2013-22-15		Sikorsky Aircraft Corporation	S-76A, S-76B, and S-76C helicopters
2013-22-16		Agusta S.p.A.	AW139 helicopters
2013-22-17		Eurocopter France	AS332C, AS332L, AS332L1, AS332L2, and EC225LP helicopters
2013-22-20		Embraer	EMB-505
2013-22-21		Bell Helicopter Textron, Inc.	206A, 206B, 206L, 206L-1, 206L-3, 206L-4, and 407 helicopters
2013-22-22	S 2013-01-07	Turbomeca S.A.	Arriel 2D turboshaft engines
2013-22-23		Aermacchi S.p.A.	F.260, F.260B, F.260C, F.260D, F.260E, and F.260F, S.208 and S.208A
Biweekly 2013-24			
2013-23-07	S 90-26-12	Erickson Air-Crane Incorporated	S-64E and S-64F helicopters
2013-23-08		Aquila–Aviation by Excellence AG	AT01
2013-23-09		Eurocopter France	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters
2013-23-10		Eurocopter France	AS350B, BA, B1, B2, B3, D, AS355E, F, F1, F2, and N helicopters
2013-23-11		Eurocopter France	AS332L2 and EC225LP helicopters
2013-23-19		XtremeAir GmbH	XA42
2013-24-06		Thielert Aircraft Engines GmbH	TAE 125-01 reciprocating engines

2013-23-07 Erickson Air-Crane Incorporated (Type Certificate Previously Held By Sikorsky Aircraft Corporation): Amendment 39-17662; Docket No. FAA-2013-0556; Directorate Identifier 2007-SW-30-AD.

(a) Applicability

This AD applies to Erickson Air-Crane Incorporated (Erickson) Model S-64E and S-64F helicopters, with rotary wing blade assembly (main rotor blade), part number 6415-20201-043, -045, -047, -048, -049, -050, or -051; or 6415-20601-041, -042, -043, -044, -045, -046, -047, -048, -049, -050, -051, or -052, installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a crack in the main rotor blade (blade), which could result in blade separation and subsequent loss of control of the helicopter.

(c) Affected ADs

This AD supersedes AD 90-26-12, Docket No. 90-ASW-27, Amendment 39-6841 (55 FR 51406, December 14, 1990).

(d) Effective Date

This AD becomes effective December 27, 2013.

(e) 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.

(f) Required Actions

(1) Before further flight, visually check the Blade Inspection Method (BIM) pressure indicators of the main rotor blades for a black or red color indication.

(2) Before further flight, replace any blade with a black or red color indication in a BIM pressure indicator with an airworthy part of the same part number unless the black or red color indication is determined to be the result of BIM system malfunction.

Note 1 to paragraph (f)(2) of this AD: Paragraphs (f)(4)(i-iv) of this AD specify how to determine if a BIM system is functioning correctly.

(3) Repeat the visual BIM pressure indicator check required by paragraph (f)(1) of this AD prior to the first flight of each day and thereafter at intervals not to exceed:

(i) Three hours time-in-service (TIS) from the last check for helicopters engaged in seven or more external lifts per hour; or

(ii) Five hours TIS from the last check for helicopters engaged in either less than seven external lifts per hour or operation without external cargo.

(4) Prior to the first flight of each day, check the BIM pressure indicator for proper function as follows:

(i) Press in and hold the manual test lever (grenade-type handle) on the raised area of the handle over the pin-type actuation plunger. Do not handle the indicator glass bulb since the heat of the hand may change the internal reference pressure and result in an erroneous indicator reading.

(ii) Depress the actuation plunger fully to shut off the pressure completely from the blade into the indicator. If necessary, press with the thumbs of both hands to overcome the plunger spring force.

Note 2 to paragraph (f)(4)(ii) of this AD: If pressure is applied to the end of the lever on the flat area, the actuation plunger will not fully depress.

(iii) Verify proper operation of the indicator by observing that a full-black or full-red (unsafe) indication appears in not less than 10 or more than 30 seconds after depressing the plunger for a temperature of 20 degrees F (-6.7 degrees C) or above. At lower temperatures, extend the upper limit to the corresponding time as follows:

(A) 19 to 0 degrees F (-7.2 to -17.8 degrees C); upper limit of 35 seconds.

(B) -1 to -20 degrees F (-18.3 to -28.9 degrees C); upper limit of 40 seconds.

(C) -21 to -40 degrees F (-29.4 to -40.0 degrees C); upper limit of 50 seconds.

(D) -41 to -60 degrees F (-40.5 to -51.1 degrees C); upper limit of 60 seconds.

(iv) Release the lever and observe that the black or red indication snaps back immediately, leaving an all-white or all-yellow (safe) indication.

(v) If the indicator does not meet the specified requirements, then either identify and correct the BIM indicator malfunction or replace the suspect main rotor blade with an airworthy blade of the same part number prior to further flight.

(5) The checks required by paragraphs (f)(1) and (f)(4)(i-iv) of this AD may be performed by the owner/operator (pilot) holding at least a private pilot certificate, and must be entered into the aircraft 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 §§ 91.417, 121.380, or 135.439.

(g) Special Flight Permits

Special flight permits will not be issued.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Rotorcraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Michael Kohner, Aviation Safety Engineer, Rotorcraft Certification Office, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5170; email 7-AVS-ASW-170@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.

(i) Additional Information

Erickson Air-Crane Incorporated Service Bulletins No. 64B15-4, Revision 5, dated September 17, 2013 for the Model S-64E and No. 64F15-2, Revision A, dated July 14, 1999 for the Model S-64F, which are not incorporated by reference, contain additional information about the subject of this

AD. For service information identified in this AD, contact Erickson Air-Crane Incorporated, ATTN: Chris Erickson, Director of Regulatory Compliance, 3100 Willow Springs Rd, P.O. Box 3247, Central Point, OR 97502; telephone (541) 664-5544; fax (541) 664-2312; email cerickson@ericksonaircrane.com. You may review a copy of this information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(j) Subject

Joint Aircraft Service Component (JASC) Code: 6210, Main Rotor Blades.

Issued in Fort Worth, Texas, on October 30, 2013.
Kim Smith,
Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.

2013-23-08 AQUILA–Aviation by Excellence AG: Amendment 39-17663; Docket No. FAA-2013-0963; Directorate Identifier 2013-CE-034-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective December 30, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Aquila–Aviation by Excellence AG Model AT01 airplanes, serial numbers AT01-100 through AT01-299, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 28: Fuel.

(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 a defective sealing of a tapped through bore hole at the inside of the fuel tank openings in combination with prolonged periods at maximum fuel level. We are issuing this AD to detect and correct a defective sealing of a tapped through bore hole at the inside of the fuel tank openings, which if not detected and corrected, could cause long-term structural degradation of the wing structure.

(f) Actions and Compliance

Unless already done, do the following actions, as specified in paragraphs (f)(1) through (f)(6), including subparagraphs, of this AD:

Note 1 to paragraph (f) of this AD: The service information referenced in this AD contains German to English translation. The MCAI cites the English translation. The following is the English to German translation of the service information entitled: AQUILA Aviation GmbH Vorgeschrieben Technische Mitteilung SB-AT01-027, dated August 15, 2013 (English translation: AQUILA Aviation GmbH Mandatory Service Bulletin SB-AT01-027, Issue A.02, dated August 15, 2013). For paragraphs (f)(1) through (f)(6), the service information will be cited using the English translation.

(1) Within 100 hours time-in-service (TIS) after December 30, 2013 (the effective date of this AD) or 3 months after December 30, 2013 (the effective date of this AD), whichever occurs first, and repetitively thereafter at intervals not to exceed 12 months, visually inspect the left hand (LH) and

right hand (RH) wing tank areas following paragraph (1) of the Actions section of AQUILA Aviation GmbH Mandatory Service Bulletin SB-AT01-027, Issue A.02, dated August 15, 2013.

(2) Concurrent with the initial inspection required in paragraph (f)(1) of this AD, seal the tapped through bore holes inside the LH and RH fuel tank openings following paragraph (2) of the Actions section of AQUILA Aviation GmbH Mandatory Service Bulletin SB-AT01-027, Issue A.02, dated August 15, 2013.

(3) If, during any subsequent inspection required in paragraph (f)(1) of this AD, a tapped through bore hole inside the LH or RH fuel tank opening is found to be improperly sealed, within the next 100 hours TIS after detecting the improper seal or 3 months after detecting the improper seal, whichever occurs first, renew the sealing of the affected bore hole following paragraph (2) of the Actions section of AQUILA Aviation GmbH Mandatory Service Bulletin SB-AT01-027, Issue A.02, dated August 15, 2013.

(4) If, during any inspection required in paragraph (f)(1) of this AD, the upper wing shells show damaged finishing in the tank areas, before further flight, contact AQUILA Aviation GmbH following paragraph (3) of the Actions section of AQUILA Aviation GmbH Mandatory Service Bulletin SB-AT01-027, Issue A.02, dated August 15, 2013, at the address identified in paragraph (i)(3) of this AD for an approved repair scheme and, accomplish the repair scheme before further flight.

(5) Accomplishment of corrective actions required in paragraph (f)(3) or (f)(4) of this AD does not constitute terminating action for the repetitive inspections required by paragraph (f)(1) of this AD.

(6) After accomplishment of the required initial inspection and sealing in paragraphs (f)(1) and (f)(2) of this AD, compliance with the requirements of this AD can be demonstrated by:

(i) Revising the approved Aircraft Maintenance Program (AMP) and standard practices (Instructions for Continued Airworthiness) on the basis of which the operator or the owner ensures the continuing airworthiness of each airplane: Incorporate the repetitive 12 calendar month visual inspection of the LH and RH wing tank areas required in paragraph (f)(1) of this AD, Actions section of AQUILA Aviation GmbH Mandatory Service Bulletin SB-AT01-027, Issue A.02, dated August 15, 2013; and

(ii) Complying with the approved AMP described in paragraph (f)(6)(i) 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: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090; email: doug.rudolph@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(h) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) AD No. 2013-0236, dated September 25, 2013, for related information. You may examine the MCAI on the Internet at http://www.regulations.gov by searching for and locating it in Docket No. FAA-2013-0963.

(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) AQUILA Aviation GmbH Vorgeschrieben Technische Mitteilung SB-AT01-027, dated August 15, 2013 (English translation: AQUILA Aviation GmbH Mandatory Service Bulletin SB-AT01-027, Issue A.02, dated August 15, 2013).

Note 2 to paragraph (i)(2)(i) of this AD: This service information contains German to English translation. EASA used the English translation in referencing the documents from AQUILA Aviation GmbH. For enforceability purposes, we will refer to the AQUILA Aviation GmbH service information as the titles appear on the documents.

(ii) Reserved.

(3) For AQUILA–Aviation by Excellence AG service information identified in this AD, contact AQUILA Aviation GmbH, OT Schoenhagen, Flugplatz, D-14959 Trebbin, Germany; phone: (0) 33731-707-0; fax: (0) 33731-707-11; Internet: http://www.aquila-aviation.de/; email: maintenance@aquila-aviation.de.

(4) You may view this service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Kansas City, Missouri, on November 5, 2013.
Earl Lawrence,
Manager, Small Airplane Directorate,
Aircraft Certification Service.

2013-23-09 Eurocopter France: Amendment 39-17664; Docket No. FAA-2013-0523; Directorate Identifier 2012-SW-091-AD.

(a) Applicability

This AD applies to Eurocopter France (Eurocopter) Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters with sliding doors installed, except those with modification AL.4262, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as loss of the self-locking feature of the sliding door lower ball-joint nut. This condition could result in detachment of the lower ball-joint bolt from the sliding door and subsequent loss of the sliding door from the helicopter in flight.

(c) Effective Date

This AD becomes effective December 27, 2013.

(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, remove each nut, part number (P/N) ASN52320BH060N, and each washer, P/N 23111AG0LE, from the left-hand and right-hand sliding door lower ball-joint bolts and replace them with an airworthy nut and washer.

(2) Do not install a nut, P/N ASN52320BH060N, or washer, P/N 23111AG0LE, on any sliding door lower ball-joint bolt.

(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, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone 817-222-5110; email robert.grant@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

(1) Eurocopter Alert Service Bulletin (ASB) No. AS350-52.00.34 for Model AS350B, B1, B2, B3, BA, BB and D and L1 helicopters and ASB No. AS355-52.00.26 for Model AS355E, F, F1, F2, N, and NP helicopters, both Revision 0 and both dated July 9, 2012, which are not incorporated by reference, contain additional information about the subject of this AD. For service information identified in this AD, contact American Eurocopter Corporation, 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at http://www.eurocopter.com/techpub. You may review the referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(2) The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2012-0205, dated October 1, 2012. You may view the EASA AD on the internet in AD Docket No. FAA-2013-0523 at http://www.regulations.gov.

(i) Subject

Joint Aircraft Service Component (JASC) Code: 5200: Doors.

Issued in Fort Worth, Texas, on November 5, 2013.
Lance T. Gant,
Acting Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.

2013-23-10 Eurocopter France: Amendment 39-17665; Docket No. FAA-2013-0354; Directorate Identifier 2011-SW-072-AD.

(a) Applicability

This AD applies to Eurocopter France Model AS350B, BA, B1, B2, B3, D, AS355E, F, F1, F2, and N helicopters with collective-to-yaw control coupling, part number 350A27-2178-04, 350A27-2178-06, or 350A27-2178-0601, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as reduced yaw control travel, which could result in loss of control of the helicopter.

(c) Affected ADs

This AD supersedes AD 2010-21-01, Amendment 39-16461 (75 FR 63050, October 14, 2010).

(d) Effective Date

This AD becomes effective December 30, 2013.

(e) 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.

(f) Required Actions

(1) Within 10 hours time-in-service (TIS) or within one month, whichever occurs first, determine whether the cross-member (numbered "1") at station X 2165 and the two doublers (numbered "2" and "3") at stations X 2325 and Y 269 are installed as shown in Figure 1 of Eurocopter Emergency Alert Service Bulletin (EASB) No. 53.00.37, Revision 0, dated April 11, 2007 (EASB 53.00.37), for Model AS350 helicopters and EASB No. 53.00.23, Revision 0, dated April 11, 2007 (EASB 53.00.23), for Model AS355 helicopters.

(2) If the cross-member (numbered "1") and doublers (numbered "2" and "3") are not installed, before further flight, inspect for a crack in the center cross-member (numbered "4") in the area around the attachment point of the tail rotor directional ball-type control as shown in Figure 1 of EASB 53.00.37 for Model AS350 helicopters or EASB 53.00.23 for Model AS355 helicopters.

(i) If a crack exists, before further flight, replace the unairworthy center cross-member (Numbered "4") with an airworthy center cross-member as described in paragraph (f)(3) of this AD.

(ii) If a crack does not exist, before further flight, inspect the tail rotor control rigging to determine whether it meets conformity limits.

(A) If all items of the tail rotor control rigging are found within conformity limits, install the cross-member and doublers as described in paragraph (f)(3) of this AD.

(B) For any items of the tail rotor control rigging found outside of conformity limits, perform appropriate corrective action in accordance with FAA-accepted procedures, and install the cross-member and doublers as described in paragraph (f)(3) of this AD.

(3) Within 55 hours TIS, if the cross member (Numbered "1") is not installed, install the cross-member at station X 2165 and the 2 doublers (Numbered "2" and "3") at stations X 2325 and Y 269 by following the Appendix, the referenced figures 2 and 3 of EASB 53.00.37 for Model AS350 helicopters or EASB 53.00.23 for Model AS355 helicopters.

(g) 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, TX 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.

(h) Additional Information

The subject of this AD is addressed in the European Aviation Safety Agency (EASA) AD No. 2007-0139-E, dated May 15, 2007 (corrected May 23, 2007). You may view the EASA AD at http://www.regulations.gov by searching for and locating it in Docket No. FAA-2013-0354.

(i) Subject

Joint Aircraft Service Component (JASC) Code: 5320, Fuselage Miscellaneous Structure.

(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) Eurocopter Emergency Alert Service Bulletin No. 53.00.37, Revision 0, dated April 11, 2007.

(ii) Eurocopter Emergency Alert Service Bulletin No. 53.00.23, Revision 0, dated April 11, 2007.

Note 1 to paragraph (j)(2): Eurocopter Emergency Alert Service Bulletin (EASB) No. 53.00.37, Revision 0, dated April 11, 2007, and Eurocopter EASB No. 53.00.23, Revision 0, dated April 11, 2007, are co-published as one document along with Eurocopter EASB No. 53.00.11, Revision 0, dated April 11, 2007, which is not incorporated by reference in this AD.

(3) For Eurocopter service information identified in this AD, contact American Eurocopter Corporation, 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at http://www.eurocopter.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 November 5, 2013.
Lance T. Gant,
Acting Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.

2013-23-11 Eurocopter France: Amendment 39-17666; Docket No. FAA-2013-0487; Directorate Identifier 2010-SW-056-AD.

(a) Applicability

This AD applies to Eurocopter France (Eurocopter) Model AS332L2 and EC225LP helicopters, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as loss of tightening torque of a bolt that secures the front and rear main gearbox (MGB) suspension bar attaching fittings, which can change the loads on the frames and cause cracking. This condition could lead to failure of the MGB supporting structure, detachment of the MGB, and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective December 30, 2013.

(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 500 hours time-in-service (TIS), and thereafter at intervals not to exceed 825 hours TIS, inspect the tightening torque of each bolt that secures the front and rear MGB attaching fitting by using as reference Figure 1 of Eurocopter Alert Service Bulletin (ASB) No. 05.00.65, Revision 0, dated March 28, 2006, for the Model AS332L2 helicopters; and ASB No. 05A002, Revision 1, dated December 6, 2007, for the Model EC225LP helicopters.

(2) If the loss of tightening torque of a nut is less than or equal to 20 percent of the minimum tightening torque, before further flight, readjust the tightening torque.

(3) If the loss of tightening torque of any nut (front or rear) is greater than 20 percent of the minimum tightening torque, before further flight:

(i) Inspect each bolt and nut that secures the attachment fitting for a crack, and

(ii) Inspect for a crack in the attachment area of the attachment fitting, the attachment plate, and Frame 3855 for the front fitting and Frame 5295 for the rear fitting.

(A) If no crack exists, readjust the tightening torque.

(B) If there is a crack in any nut or bolt, before further flight, replace all four nuts and bolts of the affected attachment fitting.

(C) If there is a crack in the attachment area of the attachment fitting or the attachment plate, before further flight, replace the cracked attachment fitting or plate with an airworthy fitting or plate.

(D) If there is a crack in Frame 3855 for the front fitting or Frame 5295 for the rear fitting, before further flight, repair or replace the frame.

(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 the European Aviation Safety Agency (EASA) AD No. 2006-0163 R1, dated December 13, 2007. You may view the EASA AD at http://www.regulations.gov in Docket No. FAA-2013-0487.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 6330, Main Rotor Transmission Mount.

(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. 05.00.65, Revision 0, dated March 28, 2006.

(ii) Eurocopter Alert Service Bulletin No. 05A002, Revision 1, dated December 6, 2007.

(3) For Eurocopter service information identified in this AD, contact American Eurocopter Corporation, 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at http://www.eurocopter.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 November 5, 2013.
Lance T. Gant,
Acting Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.

2013-23-19 XtremeAir GmbH: Amendment 39-17674; Docket No. FAA-2013-0998; Directorate Identifier 2013-CE-047-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective November 25, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to XtremeAir GmbH Model XA42 airplanes, all serial numbers, that:
(1) Are certificated in any category; and
(2) have engine mount part number (P/N) XA42-7120-151 (manufactured by Szel-Tech), all serial numbers up to and including 036, installed.

(d) Subject

Air Transport Association of America (ATA) Code 71: Power Plant.

(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 cracks in a weld seam between the lower left landing gear attachment bearing and the lower engine mount to the firewall attachment plate. We are issuing this AD to prevent failure of the engine mounts, which could cause reduced structural integrity of the airplane and could result in engine separation.

(f) Actions and Compliance

Unless already done, do the following actions specified in paragraphs (f)(1) through (f)(3) of this AD.
(1) Before further flight after November 25, 2013 (the effective date of this AD) inspect the welds on the engine mount part number (P/N) XA42-7120-151 (manufactured by Szel-Tech) for cracks following the Accomplishment Instructions in XtremeAir GmbH Mandatory Service Bulletin SB-2013-008, Ausgabe (English translation: Version) A.03, dated October 25, 2013. The replacement required in paragraph (f)(2) or (f)(3) of this AD may be done instead of the inspection provided it is done before further flight.
(2) If, during the inspection required in paragraph (f)(1) of this AD, a crack is found, before further flight, replace the engine mount following the Accomplishment Instructions in XtremeAir GmbH Mandatory Service Bulletin SB-2013-008, Ausgabe (English translation: Version) A.03, dated October 25, 2013.

(3) Unless the engine mount P/N XA42-7120-151 is replaced with a serviceable part as specified in paragraph (f)(2) of this AD, within the next 10 hours TIS after November 25, 2013 (the effective date of this AD), replace the engine mount following the Accomplishment Instructions in XtremeAir GmbH Mandatory Service Bulletin SB-2013-008, Ausgabe (English translation: Version) A.03, dated October 25, 2013. Acrobatic flight is prohibited during these 10 hours.

(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: Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4123; fax: (816) 329-4090; email: karl.schletzbaum@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) Special Flight Permit

Special flight permits are prohibited for this AD.

(i) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) AD No.: 2013-0264-E, dated October 29, 2013, for related information. You may examine the MCAI on the Internet at http://www.regulations.gov by searching for and locating it in Docket No. FAA-2013-0998.

(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) XtremeAir GmbH Mandatory Service Bulletin SB-2013-008, Ausgabe (English translation: Version) A.03, dated October 25, 2013.

(ii) Reserved.

(3) For XtremeAir GmbH service information identified in this AD, contact XtremeAir GmbH, Harzstrasse 2, D-39444 Hecklingen, Germany; phone: +49 39267 60999 0; fax: +49 39267 60999 20; email: airworthiness@xtremeair.de; Internet: http://www.xtremeair.de.

(4) You may view this referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(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 November 15, 2013.

Earl Lawrence,

Manager, Small Airplane Directorate,

Aircraft Certification Service.

2013-24-06 Thielert Aircraft Engines GmbH: Amendment 39-17680; Docket No. FAA-2013-0561; Directorate Identifier 2013-NE-23-AD.

(a) Effective Date

This AD becomes effective December 30, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Thielert Aircraft Engines GmbH TAE 125-01 reciprocating engines.

(d) Reason

This AD was prompted by a report of engine power loss due to engine coolant contaminating the engine clutch. The design of the engine allows the crankcase assembly opening to be susceptible to contamination from external sources. We are issuing this AD to prevent in-flight engine power loss, which could result in loss of control of, and damage to, the airplane.

(e) Actions and Compliance

Unless already done, do the following actions.

(1) After the effective date of this AD at the next annual or 100-hour inspection, whichever comes first, apply sealant to close the engine clutch housing (crankcase assembly) opening.

(2) Thereafter, reapply sealant to the engine clutch housing (crankcase assembly) opening, whenever the sealant is found to be not liquid-tight, or is removed.

(3) Guidance on the sealant and application can be found in Thielert Aircraft Engines GmbH Service Bulletin No.TM TAE 125-0022, dated August 8, 2012.

(f) 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.

(g) Related Information

(1) For more information about this AD, contact Frederick Zink, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7779; fax: 781-238-7199; email: frederick.zink@faa.gov.

(2) Refer to MCAI European Aviation Safety Agency AD 2013-0109, dated May 22, 2013, for related information. You may examine the MCAI in the AD docket on the Internet at http://www.regulations.gov/#!documentDetail;D=FAA-2013-0561-0002.

(3) Thielert Aircraft Engines GmbH Service Bulletin No. TM TAE 125-0022, dated August 8, 2012, which is not incorporated by reference in this AD, can be obtained from Thielert Aircraft Engines GmbH, using the contact information in paragraph (g)(4) of this AD.

(4) For service information identified in this AD, contact Thielert Aircraft Engines GmbH, Platanenstrasse 14 D-09350, Lichtenstein, Germany, phone: 37204-696-0; fax: 37204-696-55; email: info@centurion-engines.com.

(5) 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.

(h) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on November 14, 2013.
Colleen M. D'Alessandro,
Assistant Directorate Manager, Engine & Propeller Directorate,
Aircraft Certification Service.