

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

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

BIWEEKLY 2014-15

7/14/2014 - 7/27/2014



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

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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 |

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| 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 |
| Biweekly 2014-15 | | | |
| 2014-06-51 | S 2013-12-06 | Airbus Helicopters Deutschland GmbH | MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, and MBB-BK 117 C-2 helicopters |
| 2014-13-08 | S 2013-24-14 | Diamond Aircraft Industries GmbH | DA 40 airplanes |
| 2014-13-09 | | Airbus Helicopters Deutschland GmbH | EC135P1, P2, P2+, T1, T2, and T2+ helicopters |
| 2014-15-01 | | M7 Aerospace LLC | SA227-AT, SA227-AC, SA227-BC, SA227-CC, SA227-DC airplanes |
| 2014-15-02 | | GROB-WERKE GMBH & CO KG and BURKHART GROB LUFT-UND RAUMFAHRT GmbH & CO KG | G102 STANDARD ASTIR III, G102 CLUB ASTIR III, and G102 CLUB ASTIR IIIb; G103 TWIN II, G103A TWIN II ACRO, G103C TWIN III ACRO and Model G 103 C Twin III SL gliders |
| 2014-15-51 | | | |



2014-06-51 Airbus Helicopters Deutschland GmbH (Airbus Helicopters) (Type Certificate Previously Held By Eurocopter Deutschland GmbH) Helicopters: Amendment 39-17876; Docket No. FAA-2014-0395; Directorate Identifier 2014-SW-016-AD.

(a) Applicability

This AD applies to Airbus Helicopters Model MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, and MBB-BK 117 C-2 helicopters with a Metro Aviation, Inc., vapor-cycle air conditioning kit pulley (pulley) part number (P/N) 30001 installed in accordance with Supplemental Type Certificate (STC) No. SH3880SW.

(b) Unsafe Condition

This AD defines the unsafe condition as insufficient thread depth which could allow the attaching bolts to come loose, resulting in the pulley detaching from the rotor brake disc, subsequent damage to the tail rotor (T/R) driveshaft, and loss of control of the helicopter.

(c) Effective Date

This AD becomes effective July 30, 2014 to all persons except those persons to whom it was made immediately effective by Emergency AD 2014-06-51, issued on March 24, 2014, which contains the requirements of this AD.

(d) Affected ADs

This AD supersedes AD 2013-12-06, Amendment 39-17484 (78 FR 40956, July 9, 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

Within 5 hours time-in-service, inspect each pulley attaching bolt hole to determine the depth:

- (1) Relieve tension from the compressor drive belt and remove each bolt that attaches the pulley to the rotor brake disc. Do not remove all three bolts at the same time.
- (2) Remove AN960-416 washer or MAI-145-DUAL LOCK TAB washer.
- (3) Using a bolt or screw with 1/4-28 threads with 0.5 inch of threads and a minimum of 0.8 inch grip length, coat the shank with blue dye or permanent marker and thread into hole until threads have lightly bottomed (finger tight). Scribe the shank flush with the face of the rotor brake disk. Measure distance from end to scribe mark (length protruding into assembly). This dimension represents total depth of threads and stack-up of the brake disk.
- (4) If the depth measures less than 0.61 inch, remove the pulley.

(5) If the depth measures 0.61 inch or more, install dual locking tabs as described in the Accomplishment Instructions, paragraphs 3.E. through 3.G., of Metro Aviation, Inc., Alert Service Bulletin No. MA145-21B-003, Revision B, dated December 20, 2013.

(g) Reporting Requirement

Within 10 days after inspecting the pulley as required by paragraph (f)(3) of this AD, submit a report with the helicopter model, helicopter serial number, hole number 1 thread depth, hole number 2 thread depth (if measured), and hole number 3 thread depth (if measured) to the person identified in paragraph (h)(1) of this AD.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Rotorcraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Martin Crane, 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

(1) Metro Aviation, Inc., Alert Service Bulletin No. MA145-21-004, Revision IR, dated March 24, 2014, which is not incorporated by reference, contains additional information about the subject of this AD. For service information identified in this AD, contact Metro Aviation, Inc., 1214 Hawn Ave., Shreveport, LA 71107; phone: (318) 222-5529; Web site: metroproductsupport.com. You may review a copy of the service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth Texas 76137.

(2) STC No. SH3380SW, amended April 16, 2004, may be found on the Internet at, <http://www.regulations.gov> in Docket No. FAA-2014-0395.

(j) Subject

Joint Aircraft Service Component (JASC) Code: 6500: Tail Rotor Drive.

(k) 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) Metro Aviation, Inc., Alert Service Bulletin No. MA145-21B-003, Revision B, dated December 20, 2013.

(ii) Reserved.

(3) For Metro Aviation, Inc., service information identified in this AD, contact Metro Aviation, Inc., 1214 Hawn Ave, Shreveport, LA 71107; phone: (318) 222-5529; Web site: metroproductsupport.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.



2014-13-08 Diamond Aircraft Industries GmbH: Amendment 39-17884; Docket No. FAA-2014-0226; Directorate Identifier 2014-CE-009-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective August 27, 2014.

(b) Affected ADs

This AD supersedes AD 2013-24-14, Amendment 39-17689 (78 FR 72568; December 3, 2013).

(c) Applicability

This AD applies to Diamond Aircraft Industries Model DA 40 airplanes, serial numbers 40.006 through 40.009, 40.011 through 40.1071, and 40.1073 through 40.1077; and Model DA 40 F airplanes, serial numbers 40.FC001 through 40.FC029; certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 57: Wings.

(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 fatigue strength found in the aft main spar not ensuring unlimited lifetime structural integrity. We are issuing this AD to correct an incorrect compliance time and to modify the aft main spar in the cabin area to ensure the structural integrity of the airplane.

(f) Actions and Compliance

Comply with this AD within the compliance times specified in paragraphs (f)(1) through (f)(4) of this AD, unless already done.

(1) For airplanes with less than 1,500 hours time-in-service (TIS): At or before 2,000 hours TIS after August 27, 2014 (the effective date of this AD) or within the next 114 months after August 27, 2014 (the effective date of this AD), whichever occurs first, modify the aft main spar in the cabin area following the INSTRUCTIONS section of Diamond Aircraft Industries GmbH Work Instructions WI-MSB 40-074, WI-MSB D4-094, and WI-MSB F4-028 (co-published as a single document), dated May 10, 2013, as specified in Diamond Aircraft Industries GmbH Mandatory Service Bulletins (MSB) 40-074, D4-094, and F4-028 (co-published as a single document), dated May 10, 2013.

(2) For airplanes with 1,500 hours or more than 1,500 hours TIS but less than 2,000 hours TIS: At or before 500 hours TIS after August 27, 2014 (the effective date of this AD) or within the next 114 months after August 27, 2014 (the effective date of this AD), whichever occurs first, modify the

aft main spar in the cabin area following the INSTRUCTIONS section of Diamond Aircraft Industries GmbH Work Instructions WI-MSB 40-074, WI-MSB D4-094, and WI-MSB F4-028 (co-published as a single document), dated May 10, 2013, as specified in Diamond Aircraft Industries GmbH Mandatory Service Bulletins (MSB) 40-074, D4-094, and F4-028 (co-published as a single document), dated May 10, 2013.

(3) For airplanes with 2,000 hours or more than 2,000 hours TIS but less than 2,500 hours TIS: At or before 500 hours TIS after August 27, 2014 (the effective date of this AD) or within the next 48 months after August 27, 2014 (the effective date of this AD), whichever occurs first, modify the aft main spar in the cabin area following the INSTRUCTIONS section of Diamond Aircraft Industries GmbH Work Instructions WI-MSB 40-074, WI-MSB D4-094, and WI-MSB F4-028 (co-published as a single document), dated May 10, 2013, as specified in Diamond Aircraft Industries GmbH Mandatory Service Bulletins (MSB) 40-074, D4-094, and F4-028 (co-published as a single document), dated May 10, 2013.

(4) For airplanes with 2,500 hours or more than 2,500 hours TIS: Within the next 100 hours TIS after August 27, 2014 (the effective date of this AD) or within the next 12 months after August 27, 2014 (the effective date of this AD), whichever occurs first, visually inspect the aft spar center section following page 11, Inspection Item 31 in Section 05-28-50, Maintenance Checklist Airframe, of Chapter 5, Time Limits and Maintenance Checks, in DIAMOND AIRCRAFT INDUSTRIES DA 40 SERIES AIRPLANE MAINTENANCE MANUAL (AMM), Revision 7, dated April 1, 2013. If any damage is found during this inspection, before further flight, do all necessary corrective actions.

(i) After doing the inspection required by paragraph (f)(4) of this AD including any applicable corrective actions, at or before 500 hours TIS after August 27, 2014 (the effective date of this AD) or within the next 48 months after August 27, 2014 (the effective date of this AD), whichever occurs first, modify the aft main spar in the cabin area following the INSTRUCTIONS section of Diamond Aircraft Industries GmbH Work Instructions WI-MSB 40-074, WI-MSB D4-094, and WI-MSB F4-028 (co-published as a single document), dated May 10, 2013, as specified in Diamond Aircraft Industries GmbH Mandatory Service Bulletins (MSB) 40-074, D4-094, and F4-028 (co-published as a single document), dated May 10, 2013.

(ii) The modification required in paragraph (f)(4)(i) of this AD may be done instead of the inspection required by paragraph (f)(4) of this AD provided it is done within the next 100 hours TIS after August 27, 2014 (the effective date of this AD) or within the next 12 months after August 27, 2014 (the effective date of this AD), whichever occurs first.

(g) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4144; fax: (816) 329-4090; email: mike.kiesov@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

(h) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) AD No.: 2013-0145, dated July 15, 2013, for related information. The MCAI can be found in the AD docket on the Internet at: <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0226-0002>.

(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.

(3) The following service information was approved for IBR on August 27, 2014.

(i) Page 11, Inspection Item 31 in Section 05-28-50, Maintenance Checklist Airframe, of Chapter 5, Time Limits and Maintenance Checks, in DIAMOND AIRCRAFT INDUSTRIES DA 40 SERIES AIRPLANE MAINTENANCE MANUAL (AMM), Revision 7, dated April 1, 2013.

(ii) Reserved.

(4) The following service information was approved for IBR on January 7, 2014 (78 FR 72568; December 3, 2013).

(i) Diamond Aircraft Industries GmbH Mandatory Service Bulletin 40-074, dated May 10, 2013.

(ii) Diamond Aircraft Industries GmbH Mandatory Service Bulletin D4-094, dated May 10, 2013.

(iii) Diamond Aircraft Industries GmbH Mandatory Service Bulletin F4-028, dated May 10, 2013.

Note 1 to paragraphs (i)(4)(i) through (i)(4)(iii) of this AD: Diamond Aircraft Industries GmbH Mandatory Service Bulletin 40-074, dated May 10, 2013; Diamond Aircraft Industries GmbH Mandatory Service Bulletin D4-094, dated May 10, 2013; Diamond Aircraft Industries GmbH Mandatory Service Bulletin F4-028, dated May 10, 2013; are co-published as one document.

(iv) Diamond Aircraft Industries GmbH Work Instruction WI-MSB 40-074, dated May 10, 2013.

(v) Diamond Aircraft Industries GmbH Work Instruction WI-MSB D4-094, dated May 10, 2013.

(vi) Diamond Aircraft Industries GmbH Work Instruction WI-MSB F4-028, dated May 10, 2013.

Note 2 to paragraphs (i)(4)(iv) through (i)(4)(vi) of this AD: Diamond Aircraft Industries GmbH Work Instruction WI-MSB 40-074; Diamond Aircraft Industries GmbH Work Instruction WI-MSB F4-028; dated May 10, 2013; and Diamond Aircraft Industries GmbH Work Instruction WI-MSB F4-028 dated May 10, 2013; are co-published as one document.

(5) For Diamond Aircraft Industries GmbH service information identified in this AD, contact Diamond Aircraft Industries GmbH, N.A. Otto-Str.5, A-2700 Wiener Neustadt, Austria; telephone: +43 2622 26700; fax: +43 2622 26780; email: office@diamond-air.at; Internet: <http://www.diamondaircraft.com/contact/technical.php>.

(6) 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.

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

Issued in Kansas City, Missouri, on June 24, 2014.
Timothy Smyth,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2014-13-09 Airbus Helicopters Deutschland GmbH (Type Certificate Previously Held by Eurocopter Deutschland GmbH): Amendment 39-17885; Docket No. FAA-2014-0440; Directorate Identifier 2013-SW-075-AD.

(a) Applicability

This AD applies to Model EC135P1, P2, P2+, T1, T2, and T2+ helicopters with mounting ring frame X9227, part number (P/N) L535H2120301, P/N L535H2120303, or P/N L535H2120304, installed, except those with frame reinforcement P/N L535H2100201 installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a fatigue crack in a ring frame. This condition could result in loss of a tail rotor and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective July 30, 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) On or before 100 hours time-in-service (TIS), or within 50 hours TIS for helicopters with more than 100 hours TIS, and thereafter at intervals not to exceed 50 hours TIS, using a 10X or higher power magnifying glass and a light, visually inspect the ring frame X9227 for a crack between the rivets as shown in Figure 2 of Eurocopter Alert Service Bulletin ASB EC135-53A-029, Revision 0, dated November 19, 2013. Paint cracks are permissible.

(2) If there is a crack, before further flight, replace the ring frame X9227 with an airworthy part.

(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: Matt Fuller, Senior Aviation Safety Engineer, Safety Management Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email matthew.fuller@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 Safety Information Notice No. 2636-S-53, Revision 0, dated October 10, 2013, which is not incorporated by reference, contains additional information about the subject of this AD. You may review a copy of the service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(2) The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2013-0289-E, dated December 6, 2013. You may view the EASA AD on the Internet at <http://www.regulations.gov> in Docket No. FAA-2014-0440.

(i) Subject

Joint Aircraft Service Component (JASC) Code: 5302 Tail Rotor.

(j) Material Incorporated by Reference

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

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

(i) Eurocopter Alert Service Bulletin ASB EC135-53A-029, Revision 0, dated November 19, 2013.

(ii) Reserved.

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

(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 25, 2014.

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



2014-15-01 M7 Aerospace LLC: Amendment 39-17903; Docket No. FAA-2014-0308; Directorate Identifier 2014-CE-012-AD.

(a) Effective Date

This AD is effective August 27, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the M7 Aerospace LLC airplanes listed in paragraphs (c)(1) through (c)(5) of this AD that are equipped with a bayonet shear pin main cabin door latching mechanism and are certificated in any category. Airplanes equipped with a "click-clack" main cabin door latching mechanism are not affected by this AD. Figure 3 of M7 Aerospace LLC SA227 Series Commuter Category Service Bulletin CC7-53-005, and M7 Aerospace LLC SA227 Series Service Bulletin 227-53-009, both dated November 15, 2013, is a picture showing both styles of latching mechanisms.

- (1) Model SA227-AT airplanes, serial numbers (S/Ns) AT570 through AT631, and AT695.
- (2) Model SA227-AC airplanes, S/Ns AC570 through AC788.
- (3) Model SA227-BC airplanes, S/Ns BC762, BC764, BC766, and BC770 through BC789.
- (4) Model SA227-CC airplanes, S/N CC827, CC829, and CC840 through CC844.
- (5) Model SA227-DC airplanes, S/Ns DC784, DC790 through DC826, DC828, DC830 through DC839, and DC845 through DC904.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America—Code 5310, Fuselage Main, Structure.

(e) Unsafe Condition

This AD was prompted by fatigue cracks found in the internal door surround doubler, the external skin fuselage skin, and the door corner fittings at the fuselage upper forward corner of the main cabin door cutout. We are issuing the AD to prevent decompression failure with possible loss of structural integrity of the cabin structure.

(f) Compliance

Comply with this AD within the compliance times specified in paragraph (g) through paragraph (k) of this AD, including all subparagraphs, unless already done.

(g) Inspections

(1) Do the initial inspections of the fuselage upper forward corner and other 3 corners of the main cabin door cutout for cracks following Table 1 in Step 2. ACCOMPLISHMENT INSTRUCTIONS of M7 Aerospace LLC SA227 Series Commuter Category Service Bulletin CC7-53-005 or M7 Aerospace LLC SA227 Series Service Bulletin 227-53-009, both dated November 15, 2013, as applicable. Do the inspections at the compliance times specified in paragraphs (g)(1)(i) through (g)(1)(iv) of this AD. For the purposes of this AD, owner/operators who do not track total aircraft flight cycles (TAC), use a .5 to 1 conversion, e.g., 35,000 TAC is equivalent to 17,500 hours time-in-service (TIS). For owner/operators who do not track flight cycles, use a 1 to 1 conversion, e.g., 300 flight cycles are equivalent to 300 hours TIS.

(i) For aircraft with more than 35,000 TAC, inspect within the next 300 flight cycles after August 27, 2014 (the effective date of this AD).

(ii) For aircraft with 20,001–35,000 TAC, inspect within the next 600 flight cycles after August 27, 2014 (the effective date of this AD).

(iii) For aircraft with 12,000–20,000 TAC, inspect within the next 1,000 flight cycles after August 27, 2014 (the effective date of this AD).

(iv) For aircraft with less than 12,000 TAC, inspect at 12,000 flight cycles or within the next 1,000 flight cycles after August 27, 2014 (the effective date of this AD), whichever occurs later.

(2) If no cracks are found during the inspections required by paragraph (g)(1) of this AD, repetitively thereafter at intervals not to exceed 2,000 flight cycles do the inspections of the fuselage upper forward corner and other 3 corners of the main cabin door cutout for cracks following Table 1 in Step 2. ACCOMPLISHMENT INSTRUCTIONS of M7 Aerospace LLC SA227 Series Commuter Category Service Bulletin CC7-53-005 or M7 Aerospace LLC SA227 Series Service Bulletin 227-53-009, both dated November 15, 2013, as applicable.

(h) Repair Cracks and Repetitively Inspect

(1) If any cracks are found during any inspection required in paragraph (g) through paragraph (i) of this AD, before further flight after the inspection in which a crack is found, repair or replace the cracked structure following Step 3. REPAIR OF CRACKED INNER DOUBLE, Step 4. REPAIR OF CRACKED FUSELAGE SKIN, and/or Step 5. REPAIR OF CRACKED CORNER FITTING of M7 Aerospace LLC SA227 Series Commuter Category Service Bulletin CC7-53-005, or M7 Aerospace LLC SA227 Series Service Bulletin 227-53-009, both dated November 15, 2013, as applicable.

(2) If you made the repairs required in paragraph (h)(1) of this AD by installing repair kit drawing 27K24191-001, do the threshold and repeat inspections following Table 2 in Step 2. ACCOMPLISHMENT INSTRUCTIONS of M7 Aerospace LLC SA227 Series Commuter Category Service Bulletin CC7-53-005, dated November 15, 2013; or M7 Aerospace LLC SA227 Series Service Bulletin 227-53-009, dated November 15, 2013, as applicable.

(3) If you made the repairs required in paragraph (h)(1) of this AD by replacing the fuselage skin by installing repair kit drawing 27K24191-003, or if the corner fitting was replaced and no other cracks are present, repetitively thereafter inspect following Table 1 in Step 2. ACCOMPLISHMENT INSTRUCTIONS of M7 Aerospace LLC SA227 Series Commuter Category Service Bulletin CC7-53-005, or M7 Aerospace LLC SA227 Series Service Bulletin 227-53-009, both dated November 15, 2013, as applicable.

(i) Extend Repetitive Inspection Intervals

After any inspection required in paragraph (g)(1) and (g)(2) of this AD and if no damage, defects, or cracks are found, you may install repair kit drawing 27K24191-001 following Step 6. ADDITION OF KIT DRAWING REPAIR MEMBERS AS PREVENTATIVE ACTION of M7 Aerospace LLC SA227 Series Commuter Category Service Bulletin CC7-53-005, or M7 Aerospace

LLC SA227 Series Service Bulletin 227-53-009, both dated November 15, 2013, as applicable, to extend the inspection intervals. After installing repair kit drawing 27K24191-001, do the threshold and repeat inspections following Table 3 of Step 2. ACCOMPLISHMENT INSTRUCTIONS of M7 Aerospace LLC SA227 Series Commuter Category Service Bulletin CC7-53-005, or M7 Aerospace LLC SA227 Series Service Bulletin 227-53-009, both dated November 15, 2013, as applicable.

(j) Reporting Requirement

Within 30 days after any inspection required by paragraph (g) through paragraph (i) of this AD where a crack or any other damage is found, report the results of that inspection to M7 Aerospace LLC following the instructions specified in Step 2.I. of the ACCOMPLISHMENT INSTRUCTIONS of M7 Aerospace LLC SA227 Series Commuter Category Service Bulletin CC7-53-005, dated November 15, 2013; or Step 2.J. of the ACCOMPLISHMENT INSTRUCTIONS of M7 Aerospace LLC SA227 Series Service Bulletin 227-53-009, dated November 15, 2013, as applicable.

(k) Credit for Previous Repairs

As of August 27, 2014 (the effective date of this AD), owner/operators who had the an inspection and any resulting repairs done before the effective date of this AD using procedures different from those specified in M7 Aerospace LLC SA227 Series Commuter Category Service Bulletin CC7-53-005, dated November 15, 2013; and M7 Aerospace LLC SA227 Series Service Bulletin 227-53-009, dated November 15, 2013, may apply for an alternative method of compliance (AMOC) following the instructions in paragraph (m) of this AD.

(l) Paperwork Reduction Act Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

(m) Alternative Methods of Compliance (AMOCs)

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

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

(n) Related Information

For more information about this AD, contact Andrew McAnaul, Aerospace Engineer, FAA, ASW-150 (c/o San Antonio MIDO), 10100 Reunion Place, Suite 650, San Antonio, Texas 78216; phone: (210) 308-3365; fax: (210) 308-3370; email: andrew.mcanaul@faa.gov.

(o) 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) M7 Aerospace LLC SA227 Series Commuter Category Service Bulletin CC7-53-005, dated November 15, 2013.

(ii) M7 Aerospace LLC SA227 Series Service Bulletin 227-53-009, dated November 15, 2013.

(3) For M7 Aerospace LLC service information identified in this AD, contact M7 Aerospace LLC, 10823 NE Entrance Road, San Antonio, Texas 78216; phone: (210) 824-9421; fax: (210) 804-7766; Internet: <http://www.m7aerospace.com>; email: MetroTech@M7Aerospace.com.

(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 July 14, 2014.

Kelly A. Broadway,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2014-15-02 GROB-WERKE GMBH & CO KG and BURKHART GROB LUFT-UND RAUMFAHRT GmbH & CO KG: Amendment 39-17904; Docket No. FAA-2014-0292; Directorate Identifier 2014-CE-011-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective August 27, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to GROB-WERKE GMBH & CO KG Models G102 STANDARD ASTIR III, G102 CLUB ASTIR III, and G102 CLUB ASTIR IIIb gliders and BURKHART GROB LUFT-UND RAUMFAHRT GmbH & CO KG Models G103 TWIN II, G103A TWIN II ACRO, G103C TWIN III ACRO and Model G 103 C Twin III SL gliders with the following serial numbers (S/N), certificated in any category.

- (1) G102 STANDARD ASTIR III, S/N 5501 through 5652.
- (2) G102 CLUB ASTIR III, S/N 5501 through 5652.
- (3) G102 CLUB ASTIR IIIb, S/N 5501 through 5652.
- (4) G103 TWIN II, S/N 3730 through 34078.
- (5) G103A TWIN II ACRO, S/N 3730 through 34078.
- (6) G103C TWIN III ACRO, S/N 34101 through 34203.
- (7) G 103 C Twin III SL, S/N 35002 through 35051.

(d) Subject

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

(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 plastic control cable pulleys developing cracks due to aging. We are issuing this AD to detect and correct plastic control cable pulleys in the rudder control unit, which could lead to breaking of the pulley and potentially jamming the rudder control unit, possibly resulting in loss of control of the glider.

(f) Actions and Compliance

Comply with this AD within the compliance times specified in paragraphs (f)(1) through (f)(3) of this AD, unless already done.

(1) For all Models G103C TWIN III ACRO and G 103 C Twin III SL gliders: Within 3 months after August 27, 2014 (the effective date of this AD), inspect the rudder control unit for installation of plastic cable pulleys. If plastic cable pulleys are installed, before further flight, replace the plastic cable pulleys with aluminum cable pulleys following the actions and instructions of Fiberglas-Technik Rudolf Lindner GmbH & Co. KG Service Bulletin SB-G05 and Fiberglas-Technik Rudolf Lindner GmbH & Co. KG Instructions A/I-G05, both dated January 17, 2014.

(2) For all Models G102 STANDARD ASTIR III, G102 CLUB ASTIR III, G102 CLUB ASTIR IIIb, G103 TWIN II, and G103A TWIN II ACRO gliders: Within 1 month after August 27, 2014 (the effective date of this AD), inspect the rudder control unit for installation of plastic cable pulleys. If plastic cable pulleys are installed, before further flight, replace the plastic cable pulleys with aluminum cable pulleys following the actions and instructions of Fiberglas-Technik Rudolf Lindner GmbH & Co. KG Service Bulletin SB-G05 and Fiberglas-Technik Rudolf Lindner GmbH & Co. KG Instructions A/I-G05, both dated January 17, 2014.

(3) As of August 27, 2014 (the effective date of this AD), do not install any plastic control cable pulley in the rudder control unit of any glider identified in paragraphs (c)(1) through (c)(7) of this AD.

(g) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Jim Rutherford, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4165; fax: (816) 329-4090; email: jim.rutherford@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

(h) Related Information

Refer to European Aviation Safety Agency (EASA) AD No.: 2014-0067, dated March 18, 2014, for related information. The MCAI can be found in the AD docket on the Internet at: <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0292-0002>.

(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) Fiberglas-Technik Rudolf Lindner GmbH & Co. KG Service Bulletin SB-G05, dated January 17, 2014.

(ii) Fiberglas-Technik Rudolf Lindner GmbH & Co. Fiberglas-Technik Rudolf Lindner GmbH & Co. KG Instructions A/I-G05, dated January 17, 2014.

(3) For Fiberglas-Technik Rudolf Lindner GmbH & Co. service information identified in this AD, contact Fiberglas-Technik Rudolf Lindner GmbH & Co. KG, Steige 3, D-88487 Walpertshofen, Germany; telephone: +49 (0) 7353/22 43; fax: +49 (0) 7353/30 96; email: Lindner.com">info@LTB-Lindner.com; Web site: <http://www.ltb-lindner.com/home.104.html>.

(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 July 14, 2014.

Kelly A. Broadway,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



DATE: July 25, 2014
AD #: 2014-15-51

Emergency Airworthiness Directive (AD) 2014-15-51 is sent to owners and operators of Embraer S.A. Model EMB-500 airplanes.

Background

This emergency AD was prompted by emergency AD No.: 2014-07-02, dated July 25, 2014 (referred to after this as “the MCAI”), issued by Agencia Nacional De Aviacao Civil (ANAC), which is the aviation authority for Brazil. The MCAI states:

This EAD results from a report of cracking in the barrel nuts at the horizontal stabilizer-to-vertical stabilizer attachment joint found during an inspection at the assembly line. This EAD is being issued to detect and correct cracking of the barrel nuts at the horizontal stabilizer-to-vertical stabilizer attachment joint, which could result in reduced structural integrity of the affected part and consequent detachment of the horizontal stabilizer from the airplane.

Since this condition may exist in other airplanes of the same type and affects flight safety, an immediate corrective action is required. Thus, sufficient reason exists to request compliance with this EAD in the indicated time limit without prior notice.

You may examine the MCAI on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2014-0511.

Since ANAC issued AD No.: 2014-07-02, Embraer S.A. issued new service information increasing the applicability of the affected airplanes and changing the compliance time to before further flight. The FAA also received information of additional incidences of barrel nut cracking in the field.

The FAA is coordinating with ANAC and Embraer S.A. on this issue. Due to the nature of the immediate safety of flight situation, the FAA worked this AD concurrently with ANAC, the foreign aviation authority.

Relevant Service Information

Embraer S.A. has issued Phenom Alert Service Bulletin No. 500-55-A004, Revision 02, dated July 25, 2014. The actions described in the service bulletin are intended to correct the unsafe condition identified in the MCAI.

FAA’s Determination

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

AD Requirements

This AD requires accomplishing the actions specified in the relevant service information described previously.

Authority for this Rulemaking

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

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

Presentation of the Actual AD

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

2014-15-51 Embraer S.A.: Directorate Identifier 2014-CE-23-AD.

(a) Effective Date

This Emergency AD is effective upon receipt.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Embraer S.A. Model EMB-500 airplanes, serial numbers 50000218 through 50000333, 50000336, 50000337, 50000339, and 50000341, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 55: Stabilizers.

(e) Unsafe Condition

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 cracking of the barrel nuts at the horizontal stabilizer to vertical stabilizer attachment joint. We are issuing this AD to detect and correct cracking of the barrel nuts at the horizontal stabilizer to vertical stabilizer attachment joint that could result in reduced structural integrity of the affected part and consequent detachment of the horizontal stabilizer from the airplane.

(f) Compliance

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

(g) Inspection

Before further flight, inspect all of the barrel self-locking nuts at the horizontal stabilizer to vertical stabilizer joint, and, before further flight, replace any suspect barrel nuts following the ACCOMPLISHMENT INSTRUCTIONS in Embraer S.A. Phenom Alert Service Bulletin No. 500-55-A004, Revision 02, dated July 25, 2014.

(h) Special Flight Permit

No special flight permits allowed.

(i) Paperwork Reduction Act Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are

mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Standards Office, Small Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the Standards Office, send it to the attention of one the people identified in paragraph (k), Related Information, of this AD.

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

(k) Related Information

(1) For further information about this AD, contact: Jim Rutherford, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4165; fax: (816) 329-4090; email: jim.rutherford@faa.gov.

(2) For copies of the service information referenced in this AD, contact: EMBRAER S.A., Phenom Maintenance Support, Avenida Brigadeiro Faria Lima, 2170, Putim, CEP: 12227-901, Sao Jose dos Campos, Sao Paulo, Brasil; phone: (+55 12) 3927-1000; Fax: (+55 12) 3927-6600, Ext. 1448; email: phenom.reliability@embraer.com.br; Internet: <http://www.embraerexecutivejets.com/en-US/customer-support/Pages/Service-Center-Network.asp>. 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.

Issued in Kansas City, Missouri, on July 25, 2014.

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