

**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES**

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

**BIWEEKLY 2013-15**

*7/15/2013 - 7/28/2013*



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

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**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

**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

**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



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**2013-10-51 Eurocopter France:** Amendment 39-17487; Docket No. FAA-2013-0522; Directorate Identifier 2013-SW-018-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, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as excessive play that could cause the distributor slide valve to jam in its sleeve. This condition could result in jamming of the hydraulic flight controls, necessitating that the pilot cut off hydraulic power. This action would increase the pilot's workload, resulting in possible loss of helicopter control.

**(c) Effective Date**

This AD becomes effective July 31, 2013 to all persons except those persons to whom it was made immediately effective by Emergency AD No. 2013-10-51, issued on May 9, 2013, which contains the requirements of this AD.

**(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) Before further flight, inspect the single hydraulic main and tail servo-control's (servo-control) component history card or equivalent record to determine if it has a part number (P/N) and serial number (S/N) listed in the Appendix, paragraph 4.A, of Eurocopter Emergency Alert Service Bulletin No. 67.00.60 (EASB No. 67.00.60) or No. 67.00.41 (EASB No. 67.00.41), both dated April 15, 2013, as appropriate for your model helicopter; or was repaired or overhauled from September 27, 2012, through January 30, 2013, by UTC Aerospace Systems or Goodrich Corporation in Monroe, North Carolina.

(2) If the servo-control does have a P/N and S/N listed in paragraph 4.A of EASB No. 67.00.60 or EASB No. 67.00.41, as appropriate for your model helicopter, or if the servo-control was repaired or installed from September 27, 2012, through January 30, 2013, by UTC Aerospace Systems or Goodrich Corporation in Monroe, North Carolina, inspect the servo-control to determine whether the identification plate is marked with a "B" as shown in the Appendix, paragraph 4.B, of EASB No. 67.00.60 or EASB No. 67.00.41, as appropriate for your model helicopter. If it is marked with a "B," no further action is required.

(3) If the identification plate is not marked with a "B," inspect all sides of the external race of the servo-control's bearing to determine if it has any marking shown as (b) in Detail A of Figure 1 of

EASB No. 67.00.60 or EASB No. 67.00.41, as appropriate for your model helicopter. If there is any marking, before further flight, replace the servo-control with an airworthy servo-control.

(4) If there is no marking on the sides of the external race, inspect each bearing sealing flange to determine if it is marked with "RWG Germany 60-5593" as shown as (d) in Detail C of Figure 2 of EASB No. 67.00.60 or EASB No. 67.00.41, as appropriate for your model helicopter. If there is "RWG Germany 60-5593" marking at least partially visible on a flange of the bearing, no further action is required.

(5) If there is no "RWG Germany 60-5593" marking at least partially visible on a flange of the bearing, before further flight, replace the servo-control with an airworthy servo-control.

#### **(f) Special Flight Permits**

Special flight permits may be permitted only for taking a helicopter to a repair station to meet the requirements of this AD.

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

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Michael Hemann, Transportation Safety Analyst, Safety Management Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email michael.hemann@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. 2013-0095-E, dated April 16, 2013. You may view the EASA AD at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2013-0522.

#### **(i) Subject**

Joint Aircraft Service Component (JASC) Code: 6730, Rotorcraft Servo System.

#### **(j) Material Incorporated by Reference**

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

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

(i) Eurocopter EASB No. 67.00.60, dated April 15, 2013.

(ii) Eurocopter EASB No. 67.00.41, dated April 15, 2013.

Note 1 to paragraph (j)(2): Eurocopter EASB No. 67.00.60, dated April 15, 2013, and Eurocopter EASB No. 67.00.41, dated April 15, 2013, are co-published as one document along with Eurocopter EASB No. 67.00.36, dated April 15, 2013, and Eurocopter EASB No. 67.00.27, dated April 15, 2013, which are 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 June 13, 2013.

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



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**2013-12-05 Eurocopter Deutschland GmbH Helicopters:** Amendment 39-17483; Docket No. FAA-2013-0018; Directorate Identifier 2010-SW-060-AD.

**(a) Applicability**

This AD applies to Model MBB-BK 117 C-2 helicopters with a bevel gear, part number (P/N) 4639 310 065, installed in the tail rotor intermediate gear box (IGB), P/N 4639 002 007, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as failure of a bevel gear, failure of the tail rotor IGB, and subsequent loss of control of the helicopter.

**(c) Effective Date**

This AD becomes effective August 20, 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**

Within 30 days, do the following:

(1) Determine if a bevel gear with a serial number (S/N) listed in Table 1 of Eurocopter Alert Service Bulletin MBB BK117 C-2-04A-005, Revision 2, dated April 28, 2010 (ASB), is installed in the IGB.

(i) If a bevel gear listed in Table 1 of the ASB is installed in the IGB, record the reduced life limit of the bevel gear onto the component history card or equivalent record of the IGB.

(ii) If the bevel gear life limit has been reached or is exceeded, before further flight, replace the bevel gear with an airworthy bevel gear.

(2) Revise the Airworthiness Limitations section of the maintenance manual by reducing the retirement life for each IGB bevel gear, P/N 4639 310 065, that has a S/N listed in Table 1 of the ASB to the life limit corresponding to that S/N.

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

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Chinh Vuong, Aviation Safety Engineer, Safety Management Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email [chinh.vuong@faa.gov](mailto:chinh.vuong@faa.gov).

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector,

the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

**(g) Additional Information**

The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2010-0096, dated May 25, 2010. You may view the EASA AD at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2013-0018.

**(h) Subject**

Joint Aircraft Service Component (JASC) Code: 6520, Tail Rotor Gearbox.

**(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) Eurocopter Alert Service Bulletin MBB BK117 C-2-04A-005, Revision 2, dated April 28, 2010.

(ii) Reserved.

(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 June 13, 2013.

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



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**2013-14-01 Pilatus Aircraft Ltd.:** Amendment 39-17506; Docket No. FAA-2013-0598; Directorate Identifier 2013-CE-015-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective August 5, 2013.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Pilatus Aircraft Ltd. Model PC-6/B2-H4 airplanes, serial numbers 735, 863, 909, 923, 948, 956, 958, 977, 978, 979, 980, 981, 982, 985, and 986, certificated in any category.

**(d) Subject**

Air Transport Association of America (ATA) Code 53: Fuselage.

**(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 faulty rivets installed in the airframes during production could reduce the structural integrity of the airplane. We are issuing this AD to ensure the structural integrity of the airplane.

**(f) Actions and Compliance**

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

(1) Before further flight after August 5, 2013 (the effective date of this AD), contact Pilatus Aircraft Ltd. at the address specified in paragraph (j)(3) of this AD to obtain FAA-approved inspection procedures approved specifically for compliance with this AD for inspecting the airplane for loose rivets and for places where rivets are missing, and do the inspection.

(2) If any rivet deficiencies are found during the inspection required in paragraph (f)(1) of this AD, before further flight, contact PILATUS Aircraft Ltd. at the address specified in paragraph (j)(3) of this AD to obtain an FAA-approved repair scheme approved specifically for compliance with this AD and incorporate the repair.

**(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) Special Flight Permit**

Special flight permits are permitted with the following limitation: A pre-flight inspection must be done following the procedures specified in paragraph 2.2 of Pilatus Technical Memo TM-06-000004, Issue 01, dated May 16, 2013.

#### **(i) Related Information**

European Aviation Safety Agency (EASA) AD No. 2013-0115-E, dated May 28, 2013, for related information, which can be found in the AD docket on the Internet at <http://www.regulations.gov>.

#### **(j) Material Incorporated by Reference**

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

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

(i) Pilatus Technical Memo TM-06-000004, Issue 01, dated May 16, 2013.

(ii) Reserved.

(3) For Pilatus Aircraft Ltd service information identified in this AD, contact Pilatus Aircraft Ltd., Customer Liaison Manager, P.O. Box 992, CH-6371 STANS, Switzerland; telephone: +41 (0)41 619 65 80; fax: +41 (0)41 619 65 76; Internet: <http://www.pilatus-aircraft.com> or email: [fodermatt@pilatus-aircraft.com](mailto:fodermatt@pilatus-aircraft.com).

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

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

Issued in Kansas City, Missouri on June 28, 2013.

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



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**2013-14-08 Austro Engine GmbH (Formerly Diamond Aircraft Industries GmbH):** Amendment 39-17513; Docket No. FAA-2013-0164; Directorate Identifier 2013-NE-10-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective August 21, 2013.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to all Austro Engine GmbH model E4 engines, with a waste gate controller, part number (P/N) E4A-41-120-000 Rev. 050, or lower revision, or a waste gate controller, P/N E4B-41-120-000 Rev. 000, installed.

**(d) Reason**

This AD was prompted by several reports of power loss events due to fracture of the waste gate controller lever. We are issuing this AD to prevent engine power loss or in-flight shutdown, which could result in loss of control and damage to the airplane.

**(e) Actions and Compliance**

- (1) Unless already done, during the next engine maintenance, or within 110 flight hours, or within three months after the effective date of this AD, whichever occurs first, do the following.
- (2) Remove from service waste gate controllers, P/N E4A-41-120-000 Rev. 050, or lower revision, and waste gate controllers, P/N E4B-41-120-000 Rev. 000.

**(f) Installation Prohibition**

After the effective date of this AD, do not install any waste gate controller, P/N E4A-41-120-000 Rev. 050, or lower revision, or waste gate controller, P/N E4B-41-120-000 Rev. 000, onto any engine.

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

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

**(h) Related Information**

(1) For more information about this AD, contact 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 European Aviation Safety Agency AD 2013-0025, dated February 6, 2013, for related information. You may examine the AD docket on the Internet at <http://www.regulations.gov>.

(3) Austro Engine GmbH Mandatory Service Bulletin No. MSB-E4-007/4, Revision 4, dated April 24, 2013, which is not incorporated by reference in this AD, can be obtained from Austro Engine GmbH, using the contact information in paragraph (h)(4) of this AD.

(4) For service information identified in this AD, contact Austro Engine GmbH, Rudolf-Diesel-Strasse 11, A-2700 Weiner Neustadt, Austria, phone: +43 2622 23000; fax: +43 2622 23000-2711, and Web site: [www.austroengine.at](http://www.austroengine.at).

(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.

**(i) Material Incorporated by Reference**

None.

Issued in Burlington, Massachusetts, on July 10, 2013.  
Colleen M. D'Alessandro,  
Assistant Manager, Engine & Propeller Directorate,  
Aircraft Certification Service.



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**2013-15-03 Eurocopter France (Eurocopter):** Amendment 39-17519; Docket No. FAA-2013-0638; Directorate Identifier 2013-SW-026-AD.

**(a) Applicability**

This AD applies to Eurocopter Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D and AS350D1 helicopters with a single hydraulic system and with a hydraulic pump drive installed in accordance with modification 079566 that has 165 or more hours time-in-service (TIS) since installation, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as seizure of the hydraulic pump drive pulley bearing. This condition could result in hydraulic pump drive belt failure, loss of hydraulic servo assistance, and subsequent loss of control of the helicopter.

**(c) Comments Due Date**

We must receive comments on this AD by September 23, 2013.

**(d) Effective Date**

This AD becomes effective August 8, 2013.

**(e) Compliance**

You are responsible for performing each action required by this AD within the specified compliance time.

**(f) Required Actions**

Within 10 hours TIS, and thereafter at intervals not exceeding 25 hours TIS:

- (1) Uncouple the pulley from the hydraulic pump.
- (2) Using a mirror and a light, inspect the hydraulic pump drive pulley bearing (pulley bearing) for leaking grease from each lip seal of the four greasing orifices (lip seal) due to wear, a crack or tear in a lip seal, a run of rust on a lip seal, indication of overheating shown by brown coloring on the inner ring of the bearing, and for any distortion, impact, wear, a tear, a crack, or loss of grease on each sealing flange.
- (3) Manually rotate the pulley bearing through several full turns and inspect for a friction point, brinelling, or a noise from the bearing.
- (4) If there is any leaking grease from a lip seal, a crack or tear in a lip seal, a run of rust on a lip seal, indication of overheating shown by brown coloring on the inner ring of the bearing, or distortion, impact, wear, a tear, a crack, or loss of grease on a sealing flange, or a friction point, brinelling, or noise from the bearing, before further flight, replace the hydraulic pump drive assembly.

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

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Matt Wilbanks, Aviation Safety Engineer, Regulations and Policy Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email matt.wilbanks@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 AS350 Emergency Alert Service Bulletin No. 05.00.72, Revision 1, dated June 11, 2013, which is not incorporated by reference, contains 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 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) Emergency AD No. 2013-0044-E, dated February 27, 2013. You may view the EASA AD in the AD docket on the Internet at <http://www.regulations.gov>.

**(i) Subject**

Joint Aircraft Service Component (JASC) Code: 2913: Hydraulic Pump, Main.

Issued in Fort Worth, Texas, on July 11, 2013.

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



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**2013-15-04 Hartzell Propeller, Inc.:** Amendment 39-17520; Docket No. FAA-2013-0130; Directorate Identifier 2013-NE-07-AD.

**(a) Effective Date**

This AD is effective August 30, 2013.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Hartzell Propeller, Inc. propeller models 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 with a propeller hydraulic bladder diaphragm, part number (P/N) B-119-2, without tab, installed.

**(d) Unsafe Condition**

This AD was prompted by failures of the propeller hydraulic bladder diaphragm and resulting engine oil leak. We are issuing this AD to prevent propeller hydraulic bladder diaphragm rupture, loss of engine oil, damage to the engine, and loss of the airplane.

**(e) Compliance**

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

**(f) Bladder Diaphragm Replacement**

(1) Within 12 months after the effective date of this AD, remove from service the propeller hydraulic bladder diaphragm, P/N B-119-2, without tab.

(2) Install a redesigned propeller hydraulic bladder diaphragm, P/N B-119-2, with tab. The bladder diaphragm, eligible for installation, is identified by a tab with a batch/lot number. The tab is visible after installation and confirms the installation of the proper redesigned propeller hydraulic bladder diaphragm, P/N B-119-2, with tab, in the Hartzell propeller assembly.

**(g) Installation Prohibition**

After the effective date of this AD, do not install into any engine any hydraulic bladder diaphragm, P/N B-119-2, that is without tab.

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

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

**(i) Related Information**

(1) For more information about this AD, contact Mark Grace, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, Propulsion Branch, 2300 E. Devon Avenue, Des Plaines, IL 60018; phone: 847-294-7377; fax: 847-294-7834; email: mark.grace@faa.gov.

(2) Refer to Hartzell Alert Service Bulletin No. HC-ASB-61-338 for related information.

(3) For service information identified in this AD, contact Hartzell Propeller Inc., 1 Propeller Place, Piqua, OH 45356-2634; phone: 937-778-4379; fax: 937-778-4391; email: techsupport@hartzellprop.com. You may view this service information at the FAA, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

**(j) Material Incorporated by Reference**

None.

Issued in Burlington, Massachusetts, on July 16, 2013.  
Colleen M. D'Alessandro,  
Assistant Manager, Engine & Propeller Directorate,  
Aircraft Certification Service.