

FEDERAL AVIATION ADMINISTRATION AIRWORTHINESS DIRECTIVES

SMALL AIRPLANES, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2015-06

3/9/2015 - 3/22/2015



Federal Aviation Administration
Continued Operational Safety Policy Section, AIR-141
P.O. Box 25082
Oklahoma City, OK 73125-0460

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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes; R - Replaces			
Biweekly 2015-01			
2014-26-04		GROB-WERKE	G115EG and G120A
2014-26-05		Beechcraft Corporation	G58
Biweekly 2015-02			
2014-26-02		Airbus Helicopters	EC155B1 and AS 365 N3 helicopters
2015-01-02		Mitsubishi Heavy Industries, Ltd.	MU-2B-30, MU-2B-35, MU-2B-36, MU-2B-36A and MU-2B-60
Biweekly 2015-03			
2014-12-11 R1	R 2014-12-11	Sikorsky Aircraft Corporation	S-92A
2015-01-03		Pilatus Aircraft Ltd	PC-7
2015-02-01	S 2011-23-01	Technify Motors GmbH (TMG)	TAE 125-01 and TAE 125-02-99
2015-02-07		Lycoming Engines	AEIO-320-D1B; AEIO-360-A1E, -A1E6, -B1H, -H1B; AEIO-540-D4A5, -D4B5, -D4D5, -L1B5, -L1B5D, -L1D5; AEIO-580-B1A; and IO-540-K1K5
2015-02-09		Costruzioni Aeronautiche Tecnam srl	P2006T
2015-02-10		Viking Air Limited	DHC-2 Mk. I, DHC-2 Mk. II, and DHC-2 Mk. III
2015-02-15		Quest Aircraft Design, LLC	KODIAK 100
2015-02-22	S 2012-14-06	Rolls-Royce Corporation	250-B17, -B17B, -B17C, -B17D, -B17E, -B17F, -B17F/1, -B17F/2; and 250-C20, -C20B, -C20F, -C20J, -C20R, -C20R/1, -C20R/2, -C20R/4, -C20S, and -C20W
2015-02-27	S 2013-19-19	Airbus Helicopters	AS332C, AS332L, AS332L1, AS332L2, and EC225LP
Biweekly 2015-04			
2014-22-51		Airbus Helicopters	EC130T2 helicopters
2015-02-21		Agusta S.p.A.	AB139 and AW139 helicopters
2015-04-51		Enstrom Helicopter Corporation	F-28A, 280, F-28C, F-28C-2, F-28C-2R, 280C, F-28F, F-28F-R, 280F, 280FX, and 480 helicopters
Biweekly 2015-05			
2015-04-01		Short Brothers & Harland Ltd	SC-7 Series 3
2015-04-04		Bell Helicopter Textron Inc.	412 and 412EP
2015-04-05		Sikorsky Aircraft Corporation	S-76A, S-76B, S-76C, and S-76D
2015-05-51		Agusta S.p.A.	A109A and A109A II
2015-05-52		Agusta S.p.A.	A109, A109A, A109A II, A109C, A109K2, A109E, A119, A109S, AW119 MKII, and AW109SP
Biweekly 2015-06			
2015-04-01	COR	Short Brothers & Harland Ltd	SC-7 Series 3 airplanes
2015-05-04		Bell Helicopter Textron Canada	407 helicopters
2015-05-05	S 2014-04-14	Agusta	A109S and AW109SP helicopters; A119 and AW119 MKII helicopters
2015-05-06		Flugzeugwerke Altenrhein AG	AS 202/15 "BRAVO", AS 202/18A "BRAVO", and AS 202/18A4 "BRAVO" airplanes
2015-06-01	S 2014-06-03	British Aerospace	Jetstream Series 3101 and Jetstream 3201 airplanes
2015-06-02		GA 8 Airvan	GA8-TC320 airplanes
2015-06-03		Stemme AG	S6 and S6-RT gliders



CORRECTION: Federal Register Volume 80, Number 53 (Thursday, March 19, 2015); Pages 14299-14301.

2015-04-01 Short Brothers & Harland Ltd: Amendment 39-18103; Docket No. FAA-2014-1001; Directorate Identifier 2014-CE-034-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective on March 30, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Short Brothers & Harland Ltd. Model SC-7 Series 3 airplanes, all serial numbers, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 32: Landing Gear.

(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 fatigue cracking which could lead to structural failure of the nose landing gear (NLG). We are issuing this AD to detect and correct fatigue cracking which, if not detected and corrected, could lead to structural failure of the NLG, possibly resulting in loss of control of the airplane during take-off or landing.

(f) Actions and Compliance

Unless already done, comply with this AD within the compliance times specified in paragraphs (f)(1) through (f)(5) of this AD.

(1) Within 30 days after March 30, 2015 (the effective date of this AD), accomplish a visual inspection of the NLG sliding tube following the instructions of paragraph 3.A of SAFRAN Messier-Bugatti-Dowty Service Bulletin No. 32-17M, dated November 1, 2014.

Note 1 to paragraphs (f)(1), (f)(2), (f)(4), and (f)(5) of this AD: Instructions provided by SAFRAN Messier-Bugatti-Dowty Service Bulletin No. 32-17M, dated November 1, 2014, are referenced in Shorts Service Bulletin Number 32-74, dated November 1, 2014.

(2) Within 90 days after March 30, 2015 (the effective date of this AD), do a fluorescent penetrant inspection of the sliding tube following the instructions of paragraph 3.B of SAFRAN Messier-Buggatti-Dowty Service Bulletin No. 32-17M, dated November 1, 2014.

(3) If any crack is detected during the inspection required by paragraph (f)(1) or (f)(2) of this AD, before further flight, obtain FAA-approved repair instructions approved specifically for compliance with this AD by reporting the findings to Short Brothers & Harland Ltd. and incorporating those instructions. You can find contact information for Short Brothers & Harland Ltd. in paragraph (h) of this AD.

(4) Within 30 days after any inspection required by paragraphs (f)(1) and (f)(2) of this AD or within 30 days after March 30, 2015 (the effective date of this AD), whichever occurs later, report the inspection results to Short Brothers & Harland Ltd. by completing the Inspection Results Proforma following the instructions of paragraph 3.C.(2) of SAFRAN Messier-Buggatti-Dowty Service Bulletin No. 32-17M, dated November 1, 2014. You can find contact information for Short Brothers & Harland Ltd. in paragraph (h) of this AD.

(5) From March 30, 2015 (the effective date of this AD), you may install a sliding tube on an NLG provided that, before next flight after installation, the NLG sliding tube passes the inspections in paragraphs (f)(1) and (f)(2) of this AD following the instructions of paragraph 3 of SAFRAN Messier-Buggatti-Dowty Service Bulletin No. 32-17M, dated November 1, 2014.

(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.

(3) Reporting Requirements: For any reporting requirement in this AD, 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.

(h) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) AD No.: 2014-0246, dated November 12, 2014; and Shorts Service Bulletin Number 32-74, dated November 1, 2014, for related information. The MCAI can be found in the AD docket on the Internet at: <http://www.regulations.gov/#!documentDetail;D=FAA-2014-1001-0002>. For Short Brothers & Harland Ltd. service information identified in this AD, contact Airworthiness, Short Brothers PLC, P.O. Box 241, Airport Road, Belfast, BT3 9DZ Northern Ireland, United Kingdom; phone: +44-

2890-462469, fax: 44-2890-733647, email: michael.mulholland@aero.bombardier.com, internet: None.

(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) SAFRAN Messier-Buggatti-Dowty Service Bulletin No. 32-17M, dated November 1, 2014.

(ii) Reserved.

(3) For SAFRAN Messier-Buggatti-Dowty service information identified in this AD, contact Messier-Dowty Limited, Cheltenham Road, Gloucester GL2 9QH, ENGLAND; phone: +44(0)1452 712424; fax: +44(0)1452 713821; email: americacsc@safranmbd.com, Internet: <http://www.safranmbd.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. In addition, you can access this service information on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2014-1001.

(6) 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 March 11, 2015.

Robert Busto,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2015-05-04 Bell Helicopter Textron Canada Helicopters: Amendment 39-18114; Docket No. FAA-2014-0070; Directorate Identifier 2011-SW-062-AD.

(a) Applicability

This AD applies to Bell Helicopter Textron Canada (BHTC) Model 407 helicopters, with a serial number 53000 through 53900, 53911 through 54061, and 54300, with an upper left longeron assembly (longeron assembly), part number (P/N) 206-031-314-037, 206-031-314-177, or 206-031-314-219B, installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a crack in the aft fuselage upper skin or a crack, corrosion, or defect in the longeron assembly. This condition could cause structural failure and consequently, loss of helicopter control.

(c) Effective Date

This AD becomes effective April 20, 2015.

(d) Compliance

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

(e) Required Actions

Within 50 hours time-in-service (TIS), or prior to reaching 1,250 hours TIS since new, whichever occurs later, visually inspect the helicopter's aft fuselage upper skin (upper skin) for a crack using a 10X or higher power magnifying glass.

(1) If there is a crack in the upper skin, before further flight, remove the skin and inspect the longeron assembly, paying attention to the upper flange, for a crack, corrosion, or other damage using a 10X or higher power magnifying glass.

(i) If there are no cracks, corrosion, or other damage in the longeron assembly, before further flight, replace the upper skin with an airworthy upper skin. Repeat the inspection of the longeron assembly at intervals not to exceed 50 hours TIS.

(ii) If there is a crack, corrosion, or other damage in the longeron assembly, before further flight:

(A) Repair the longeron assembly or replace it with an airworthy longeron assembly, part number (P/N) 206-031-314-237B, and reinstall the upper skin or replace it with an airworthy upper skin.

(B) Install three external strap doublers in accordance with Part III, paragraphs 5 through 10 of Bell Helicopter Alert Service Bulletin 407-11-95, Revision C, dated April 20, 2012 (ASB).

(C) Repeat the inspection of the longeron assembly at intervals not to exceed 50 hours TIS.

(2) If there is no crack in the upper skin, within 10 hours TIS, visually inspect the longeron assembly using a 10X or higher power magnifying glass for a crack, corrosion, or other damage.

(i) If there is a crack, corrosion, or other damage in the longeron assembly, before further flight:
(A) Repair the longeron assembly or replace it with an airworthy longeron assembly, P/N 206-031-314-237B.

(B) Install three external strap doublers in accordance with Part III, paragraphs 5 through 10 of the ASB.

(C) Repeat the inspection of the upper skin and longeron assembly at intervals not to exceed 50 hours TIS.

(ii) If there are no cracks, corrosion, or other damage in the longeron assembly, repeat the inspection of the upper skin and longeron assembly at intervals not to exceed 50 hours TIS.

(3) Replacing the longeron assembly with longeron assembly, P/N 206-031-314-237B, and installing three external strap doublers constitutes terminating action for this AD.

(4) If there is no crack in the upper skin and there is no crack, corrosion, or other damage in the longeron assembly, you may install three external strap doublers in accordance with Part III, paragraphs 5 through 10 of the ASB. This option extends the recurring 50 hours TIS inspection interval to 150 hours TIS.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Sharon Miles, Aviation Safety Engineer, Regulations and Policy Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email sharon.y.miles@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 Transport Canada Civil Aviation (TCCA) AD No. CF-2011-42, dated November 9, 2011. You may view the TCCA AD on the Internet at <http://www.regulations.gov> in Docket No. FAA-2014-0070.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 5313, Fuselage Main, Longeron/Stringer.

(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) Bell Helicopter Alert Service Bulletin 407-11-95, Revision C, dated April 20, 2012.

(ii) Reserved.

(3) For BHTC service information identified in this AD, contact Bell Helicopter Textron Canada Limited, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4; telephone (450) 437-2862 or (800) 363-8023; fax (450) 433-0272; or at <http://www.bellcustomer.com/files/>.

(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 March 3, 2015.
Bruce E. Cain,
Acting Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2015-05-05 Agusta S.p.A.: Amendment 39-18115; Docket No. FAA-2014-0579; Directorate Identifier 2014-SW-020-AD.

(a) Applicability

This AD applies to the following helicopters, certificated in any category:

(1) Agusta S.p.A. (Agusta) Model A109S and AW109SP helicopters, with a main rotor lag damper assembly (lag damper), part number (P/N) 109-0112-39-103 or 109-0112-39-105, installed on rod end assembly, P/N M004-01H007-041 with a serial number (S/N) 1 through 202; or rod end assembly, P/N M004-01H007-045 with a S/N 1RW through 202RW or 4964 through 5011.

(2) Agusta Model A119 and AW119 MKII helicopters, with a lag damper, P/N 109-0112-05-105 or 109-0112-05-107, installed on rod end assembly, P/N 109-0112-11-101 with a S/N 1 through 78; or rod end assembly, P/N 109-0112-11-105 with a S/N 1RW through 78RW; or rod end assembly, P/N M004-01H007-045 with a S/N 1RW through 202RW or 4964 through 5011.

(b) Unsafe Condition

This AD defines the unsafe condition as a crack in a rod end assembly, which could result in fracture of the rod end assembly, damage to the main rotor, and subsequent loss of control of the helicopter.

(c) Affected ADs

This AD supersedes AD 2014-04-14, amendment 39-17773 (79 FR 11699, March 3, 2014).

(d) Effective Date

This AD becomes effective April 23, 2015.

(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 25 hours time-in-service or the next time maintenance of the helicopter involves removing the rod end assembly, whichever occurs first, remove the rod end assembly from service.

(2) Do not install a rod end assembly, P/N M004-01H007-041 with a S/N 1 through 202; P/N M004-01H007-045 with a S/N 1RW through 202RW or 4964 through 5011; P/N 109-0112-11-101 with a S/N 1 through 78; or P/N 109-0112-11-105 with a S/N 1RW through 78RW, on any helicopter.

(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) AgustaWestland S.p.A. Bollettino Tecnico (BT) No. 109S-49, BT No. 109SP-052, and BT No. 119-50, all Revision A, and all dated December 3, 2013, which are not incorporated by reference, contain additional information about the subject of this AD. For service information identified in this AD, contact AgustaWestland, Product Support Engineering, Via del Gregge, 100, 21015 Lonate Pozzolo (VA) Italy, ATTN: Maurizio D'Angelo; telephone 39-0331-664757; fax 39-0331-664680; or at <http://www.agustawestland.com/technical-bulletins>. 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 the European Aviation Safety Agency (EASA) AD No. 2013-0290, dated December 9, 2013. You may view the EASA AD on the Internet at <http://www.regulations.gov> in Docket No. FAA-2014-0579.

(i) Subject

Joint Aircraft Service Component (JASC) Code: 6200, Main Rotor System.

Issued in Fort Worth, Texas, on March 4, 2015.

Bruce E. Cain,
Acting Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2015-05-06 Flugzeugwerke Altenrhein AG (FFA): Amendment 39-18116; Docket No. FAA-2015-0536; Directorate Identifier 2015-CE-004-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective March 17, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Flugzeugwerke Altenrhein AG (FFA) Models AS 202/15 "BRAVO", AS 202/18A "BRAVO", and AS 202/18A4 "BRAVO" airplanes, all serial numbers, certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by a report of corrosion found on the upper forward windshield frame angle and the upper forward stringer. We are issuing this AD to detect and correct corrosion on the left-hand (LH) and the right-hand (RH) upper forward fuselage stringers. If not detected and corrected, this condition could lead to failure of the LH and/or the RH upper forward fuselage stringers, which could result in reduced structural integrity of the windshield frame.

(f) Actions and Compliance

Unless already done, do the following actions.

(1) Before further flight after March 17, 2015 (the effective date of this AD) and thereafter at intervals not to exceed 12 months, do a detailed visual inspection of the LH and RH forward (FWD) upper stringer top side structure for corrosion and any signs of damage to the corrosion protection. Do the inspection following the Instructions section in Gomolzig Flugzeug- und Maschinenbau GmbH Service Bulletin GFM SB 2015-1, dated February 5, 2015.

(2) If corrosion or any signs of damage to the corrosion protection is found during any inspection required in paragraph (f)(1) of this AD, before further flight after the inspection where corrosion or signs of damage to the corrosion protection is found, remove the corrosion at the affected area following the Instructions section in Gomolzig Flugzeug- und Maschinenbau GmbH Service Bulletin GFM SB 2015-1, dated February 5, 2015.

(3) If corrosion is found during any inspection required in paragraph (f)(1) of this AD that exceeds the allowable limits specified in paragraph 1.f of the Instructions section in Gomolzig Flugzeug- und Maschinenbau GmbH Service Bulletin GFM SB 2015-1, dated February 5, 2015,

before further flight after the inspection where corrosion is found that exceeds the allowable limits, contact Gomolzig Flugzeug- und Maschinenbau GmbH at the address specified in paragraph (i)(3) of this AD for an FAA-approved repair scheme and incorporate the repair.

(4) Within 30 days after doing the initial inspection required in paragraph (f)(1) of this AD, report the results, including findings of no corrosion, to Gomolzig Flugzeug- und Maschinenbau GmbH at the address specified in paragraph (i)(3) of this AD using page 5 of Gomolzig Flugzeug- und Maschinenbau GmbH Service Bulletin GFM SB 2015-1, dated February 5, 2015.

(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.

(3) Reporting Requirements: For any reporting requirement in this AD, 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.

(g) Special Flight Permit

In accordance with 14 CFR 39.23, a single flight is allowed to a location where the initial inspection required in paragraph (f)(1) of this AD can be done provided the following limitations are adhered to:

- (1) No aerobatic maneuvers.
- (2) Normal category maneuvering load factors must not exceed +3.8g/-1.9g.

(h) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) AD No. 2015-0023-E, dated February 18, 2015, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-0536.

(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) Gomolzig Flugzeug- und Maschinenbau GmbH Service Bulletin GFM SB 2015-1, dated February 5, 2015.

(ii) Reserved.

(3) For Gomolzig Flugzeug- und Maschinenbau GmbH service information identified in this AD, contact Gomolzig Flugzeug- und Maschinenbau GmbH, Eisenwerkstraße 9, 58332 Schwelm, telephone: +49 (0) 2336 490 330; fax; +49 (0) 2336 490 339; email: info@gomolzig.de; internet: <http://www.gomolzig.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. It is also available on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-0536.

(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 March 4, 2015.

Pat Mullen,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2015-06-01 British Aerospace Regional Aircraft: Amendment 39-18119; Docket No. FAA-2014-1093; Directorate Identifier 2014-CE-035-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective April 24, 2015.

(b) Affected ADs

This AD supersedes AD 2014-06-03, Amendment 39-17806 (79 FR 17395; March 28, 2014).

(c) Applicability

This AD applies to British Aerospace Regional Aircraft Jetstream Series 3101 and Jetstream Model 3201 airplanes, all serial numbers, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 32: Landing Gear.

(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 stress corrosion cracking of the main landing gear (MLG) spigot housing. We are issuing this AD to prevent corrosion cracking of the MLG spigot housing. This condition, if not corrected, could cause structural failure of the MLG resulting in loss of control of the airplane during take-off or landing.

(f) Actions and Compliance

Unless already done, do the following actions in paragraphs (f)(1) through (f)(11) of this AD, including all subparagraphs, as applicable.

(1) At the next scheduled MLG removal, modify the installation of the left hand (LH) and right hand (RH) MLG at the forward spigot following British Aerospace Jetstream Series 3100 and 3200 Service Bulletin No. 32-JM7862, Revision 3, dated October 3, 2014.

Note to paragraph (f)(1) of this AD: The next scheduled MLG removal may be for non-destructive testing or overhaul, as applicable.

(2) If done before April 24, 2015 (the effective date of this AD), we will accept modification of the LH or RG MLG following British Aerospace Jetstream Series 3100 & 3200 Service Bulletin SB 32-JM7862, Revision 2, dated June 13, 2014; or British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-JM7862, Revision 1, dated May 7, 2013, for compliance with paragraph (f)(1) of this AD.

(3) For airplanes that, before April 24, 2015 (the effective date of this AD), have been modified following British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-JM7862, Revision 2, dated June 13, 2014, visually inspect the LH and RH MLG to detect migration of a special washer following the instructions in Part 1 of British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-A-JA140940, Original Issue, dated October 3, 2014, at the compliance time listed in paragraph (f)(3)(i) or (f)(3)(ii) of this AD, as applicable.

(i) For MLG configuration equipped with DTD5094 cylinder: Within the next 200 flight cycles after April 24, 2015 (the effective date of this AD) or within the next 2 months after the effective date of this AD, whichever occurs first.

(ii) For MLG configuration equipped with L161 cylinder: Within the next 600 flight cycles after April 24, 2015 (the effective date of this AD) or within the next 6 months after April 24, 2015 (the effective date of this AD), whichever occurs first.

(4) If evidence of migration of the special washer was detected during the inspection required in paragraph (f)(3) of this AD, within the applicable compliance time specified in paragraph (f)(3)(i) or (f)(3)(ii) of this AD, do the corrective actions on the LH or RH MLG, as applicable, following Part 2 of British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-A-JA140940, Original Issue, dated October 3, 2014.

(5) If no evidence of migration of the special washer was detected during the inspection required in paragraph (f)(3) of this AD, before further flight, apply a witness paint over the special washer tab and onto the MLG spigot housing (LH and RH MLG) following Part 1 of British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-A-JA140940, Original Issue, dated October 3, 2014.

(6) For airplanes that, before April 24, 2015 (the effective date of this AD), have been modified following British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-JM7862, Revision 1, dated May 7, 2013, do all of the actions on the MLG cylinder (LH and/or RH, as applicable) following the instructions in Part 2 of British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-A-JA140940, Original Issue, dated October 3, 2014, at the compliance time listed in paragraph (f)(6)(i) or (f)(6)(ii), as applicable.

(i) For MLG configuration equipped with DTD5094 cylinder: Within the next 200 flight cycles after April 24, 2015 (the effective date of this AD) or within the next 2 months after April 24, 2015 (the effective date of this AD), whichever occurs first.

(ii) For MLG configuration equipped with L161 cylinder: Within the next 600 flight cycles after April 24, 2015 (the effective date of this AD) or within the next 6 months after April 24, 2015 (the effective date of this AD), whichever occurs first.

(7) If any wear, corrosion, or damage is detected during the inspection required in either paragraph (f)(3) or (f)(6), as applicable, of this AD, before further flight, do all of the corrective actions (including application of the a witness paint) following the instructions in Part 2 of British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-A-JA140940, Original Issue, dated October 3, 2014.

(8) Between 30 and 45 days after doing the action required in either paragraph (f)(3) or (f)(6) of this AD or between the next 20 to 30 flight cycles after doing the action required in either paragraph (f)(3) or (f)(6) of this AD, whichever occurs first, inspect the witness paint applied as required in either paragraph (f)(5) or (f)(7) of this AD following the instructions in Part 3 of British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-A-JA140940, Original Issue, dated October 3, 2014.

(9) If any damaged paint is detected during the inspection required in paragraph (f)(8) of this AD, before further flight, contact British Aerospace Regional Aircraft to obtain FAA-approved repair instructions approved specifically for this AD and incorporate those instructions. You may find the contact information for British Aerospace Regional Aircraft in paragraph (h) of this AD.

(10) As of April 24, 2015 (the effective date of this AD), do not install a LH or RH MLG on any of the applicable airplanes unless it has passed all of the inspections required by this AD.

(11) For all airplanes: The compliance times for paragraphs (f)(3)(i), (f)(3)(ii), (f)(6)(i), (f)(6)(ii), and (f)(8) of this AD are presented in flight cycles (landings). If the total flight cycles have not been kept, multiply the total number of airplane hours time-in-service (TIS) by 0.75 to calculate the cycles. You may use the following as an example for this AD:

- (i) 200 hours TIS x .75 = 150 cycles; or
- (ii) 600 hours TIS x .75 = 450 cycles.

(g) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Taylor Martin, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4138; fax: (816) 329-4090; email: taylor.martin@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

(h) Related Information

Refer to MCAI found in the European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, AD No. 2014-0239, dated November 3, 2014; and British Aerospace Jetstream Series 3100 & 3200 Service Bulletin SB 32-JA851226, Revision 5, dated April 30, 2013; British Aerospace Jetstream and British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-JM7862, Revision 1, dated May 7, 2013, for related information. The MCAI can be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-1093-0002>.

(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) British Aerospace Jetstream Series 3100 and 3200 Service Bulletin No. 32-JM7862, Revision 3, dated October 3, 2014.

(ii) British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-A-JA140940, Original Issue, dated October 3, 2014.

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

(4) You may view this service information 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. In addition, you can access this service information on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2014-1093.

(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 March 10, 2015.

Pat Mullen,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2015-06-02 GA 8 Airvan (Pty) Ltd: Amendment 39-18120; Docket No. FAA-2014-1123; Directorate Identifier 2014-CE-037-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective April 24, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to GA8 Airvan (Pty) Ltd GA8-TC320 airplanes, all serial numbers affected, certificated in any category.

(d) Subject

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

(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 missing required engine mount fire seal washers, which could reduce the engine retention capability in the event of a fire. We are issuing this AD to detect and correct the omission of steel washers at each isolator mount location, which, if not corrected, could result in reduced engine retention capability in the event of a fire.

(f) Actions and Compliance

Unless already done, comply with this AD within the compliance times specified in paragraphs (f)(1) through (f)(4) of this AD:

(1) Within the next 300 hours time-in-service after April 24, 2015 (the effective date of this AD) or within the next 12 months after April 24, 2015 (the effective date of this AD), whichever occurs first, inspect the orientation of the engine isolator mounts to verify that the mounts have been installed properly following the Accomplishment Instructions in GippsAero Mandatory Service Bulletin SB-GA8-2014-115, Issue 1, dated October 6, 2014.

(2) Before reinstalling the engine isolator mounts following the inspection required in paragraph (f)(1) of this AD, before further flight, install a part number J-2218-61 steel washer on the forward side of each of the four engine isolator mounts, following the Accomplishment Instructions in GippsAero Mandatory Service Bulletin SB-GA8-2014-115, Issue 1, dated October 6, 2014.

(3) If during the inspection required in paragraph (f)(1) of this AD, any of the engine isolator mounts are found to not comply with the specifications found in the Accomplishment Instructions of GippsAero Mandatory Service Bulletin SB-GA8-2014-115, Issue 1, dated October 6, 2014, before

further flight, re-install the isolators to the correct orientation, or if damage is found, replace with airworthy parts.

(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.

(3) Reporting Requirements: For any reporting requirement in this AD, 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.

(h) Related Information

Refer to MCAI Civil Aviation Safety Authority (CASA) AD No. AD/GA8/8, dated November 24, 2014. You may examine the MCAI on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2014-1123.

(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) GippsAero Mandatory Service Bulletin SB-GA8-2014-115, Issue 1, dated October 6, 2014.

(ii) Reserved.

(3) For GippsAero service information identified in this AD, contact GA 8 Airvan (Pty) Ltd, c/o GippsAero Pty Ltd, Attn: Technical Services, P.O. Box 881, Morwell Victoria 3840, Australia; telephone: + 61 03 5172 1200; fax: +61 03 5172 1201; email: techpubs@gippsaero.com; Internet: <http://www.gippsaero.com/customer-support/technical-publications.aspx>.

(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. In addition, you can access this service information on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2014-1123.

(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 March 12, 2015.

Robert Busto,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2015-06-03 Stemme AG: Amendment 39-18121; Docket No. FAA-2015-0633; Directorate Identifier 2015-CE-005-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective March 24, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Stemme AG TSA-M Models S6 and S6-RT gliders, all serial numbers, certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by mandatory continuing airworthiness information (MCAI) 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 bending defect of the fork head installed in the aileron, speed brake, and flap control systems. We are issuing this AD to detect and correct the bending defect of the fork head that could result in failure of the flight control system, possibly resulting in loss of control.

(f) Actions and Compliance

Unless already done, before further flight, after March 24, 2015 (the effective date of this AD), modify the affected flight control systems, or take other actions, following a method approved specifically for this AD by the FAA, Small Airplane Directorate. Contact Stemme AG to obtain FAA-approved repair instructions approved specifically for compliance with this AD and incorporate those instructions. You can find contact information for Stemme AG in paragraph (i)(2) of this AD.

Note 1 to paragraph (f) of this AD: At the time of issuance of this AD, no design solution is available to restore the airworthiness of the respective type designs to a level corresponding to their approved type design specifications.

(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) Special Flight Permit

Special flight permits are prohibited.

(i) Related Information

(1) Refer to MCAI European Aviation Safety Agency (EASA) AD No.: 2015-0034-E, dated February 27, 2015, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-0633.

(2) For information concerning this action, contact Stemme AG, Flugplatzstraße F2, Nr. 6-7, D-15344 Strausberg, Germany; phone: +49 (0) 3341/3612 0; fax: none; email: info@stemme.de; internet: www.stemme.info.

Issued in Kansas City, Missouri, on March 12, 2015.

Robert Busto,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.