

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

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

BIWEEKLY 2014-05

2/24/2014 - 3/9/2014



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
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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 airplanes
2014-03-18		B-N Group Ltd.	BN-2 airplanes
2014-03-20		Piaggio Aero Industries S.P.A	P-180 airplanes
2014-04-01		Slingsby Aviation Ltd.	T67M260 airplanes
2014-04-02		Dornier Luftfahrt GmbH	228-212 airplanes
2014-04-03		Pacific Aerospace Limited	750XL airplanes
2014-04-04		Diamond Aircraft Industries GmbH	DA 42 NG and DA 42 M NG airplanes
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; and 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



2014-02-06 Agusta S.p.A.: Amendment 39-17734; Docket No. FAA-2014-0035; Directorate Identifier 2013-SW-036-AD.

(a) Applicability

This AD applies to Agusta S.p.A. Model AB412 helicopters with a swashplate outer ring part number (P/N) 412-010-407-105 installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a crack in the main rotor swashplate outer ring. This condition could result in the loss of main rotor blade pitch control and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective March 12, 2014.

(d) Compliance

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

(e) Required Actions

(1) Within 5 hours time in service (TIS), and thereafter at intervals not to exceed 25 hours TIS, visually inspect the swashplate outer ring, P/N 412-010-407-105, for a crack, using a 5X or higher power magnifying glass and a bright light and referring to Figures 1 and 2 in AgustaWestland S.p.A. Alert Bollettino Tecnico No. 412-134, dated July 15, 2013. If a crack exists, before further flight, remove the swashplate outer ring from service.

(2) Within 300 hours TIS or 8 months, whichever occurs first, remove the swashplate outer ring, P/N 412-010-407-105, from service.

(3) Do not install a swashplate outer ring, P/N 412-010-407-105, on any helicopter.

(f) 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.

(g) Additional Information

The subject of this AD is addressed in the European Aviation Safety Agency (EASA) AD No. 2013-0152-E, dated July 17, 2013. You may view the EASA AD on the Internet at <http://www.regulations.gov> in Docket No. FAA-2014-0035.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 6230, Main Rotor Mast/Swashplate.

(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) AgustaWestland S.p.A. Alert Bollettino Tecnico No. 412-134, dated July 15, 2013.

(ii) Reserved.

(3) For AgustaWestland service information identified in this AD, contact AgustaWestland, Customer Support & Services, Via Per Tornavento 15, 21019 Somma Lombardo (VA) Italy, ATTN: Giovanni Cecchelli; telephone 39- 0331-711133; fax 39 0331 711180; or at <http://www.agustawestland.com/technical-bulletins>.

(4) You may view this service information that is incorporated by reference at the 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 January 16, 2014.

Lance T. Gant,

Acting Directorate Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 2014-01956 Filed 2-24-14; 8:45 am]



2014-03-01 Agusta S.p.A. Helicopters: Amendment 39-17738; Docket No. FAA-2012-0886; Directorate Identifier 2008-SW-067-AD.

(a) Applicability

This AD applies to Agusta Model AB139 and AW139 helicopters, with a wire strike protection system (WSPS) top cable cutter assembly, part number (P/N) 423-83001-1, installed, which is part of the WSPS, P/N 4G9540F00211 or P/N 4G9540F00311, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as in-flight contact between the top cable cutter assembly and main rotor (M/R) blades. This condition could result in damage to the M/R blades and subsequent loss of helicopter control.

(c) Effective Date

This AD becomes effective April 7, 2014.

(d) Compliance

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

(e) Required Actions

(1) Within 200 hours time-in-service, remove the WSPS upper installation, P/N 4G9540A00111, including top cable cutter assembly, P/N 423-83001-1.

(2) Before installing a WSPS upper installation, P/N 4G9540A00111, either:

(i) Rework the top cable cutter assembly, P/N 423-83001-1, in accordance with the Compliance Instructions, paragraph 3.1 through 3.5, and Figure 1 of Agusta Bolletino Technico No. 139-126, dated June 20, 2008. Re-identify the top cable cutter assembly in a visible and permanent way by adding "BT 139-126 Rev./" or "FAA" at the end of the part number; or

(ii) Replace the top cable cutter assembly, P/N 423-83001-1, with an airworthy top cable cutter assembly that has been reworked and re-identified in accordance with paragraph (e)(2)(i) of this AD.

(3) Do not install a top cable cutter assembly, P/N 423-83001-1, on any helicopter unless it has been reworked and re-identified in accordance with paragraph (e)(2)(i) of this AD.

(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, TX 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 European Aviation Safety Agency (EASA) AD No. 2008-0148, dated August 5, 2008. You may view the EASA AD on the Internet at <http://www.regulations.gov> in Docket No. FAA-2012-0886.

(h) Subject

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

(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) Agusta Bolletino Technico No. 139-126, dated June 20, 2008.

(ii) Reserved.

(3) For Agusta service information identified in this AD, contact Agusta, Via Giovanni Agusta, 520 21017 Cascina Costa di Samarate (VA), Italy, telephone 39 0331-229111, fax 39 0331-229605/222595, or at http://customersupport.agusta.com/technical_-advice.php.

(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 January 24, 2014.

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



2014-03-03 Cessna Aircraft Company: Amendment 39-17740; Docket No. FAA-2011-0562; Directorate Identifier 2011-CE-015-AD.

(a) Effective Date

This AD is effective April 7, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Cessna Aircraft Company Models 310, 320, 340, 401, 402, 411, 414, and 421 airplanes identified in Cessna Aircraft Company Service Bulletin MEB97-4, dated March 24, 1997, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code: 11, Placards and Markings.

(e) Unsafe Condition

This AD was prompted by an investigation of recent and historical icing-related accidents and incidents for the products listed above. We are issuing this AD to prohibit flight into known icing conditions as well as increase the approach speed in case of an inadvertent encounter with icing. This condition, if not corrected, could result in unusual flight characteristics that could lead to loss of control after flight into known icing conditions or an inadvertent encounter with icing conditions. Based on the data, an example of the unusual flight characteristics seen in many of the accidents is high sink speeds that resulted in a hard landing.

(f) Compliance

Comply with the actions specified in paragraphs (g) through (i) of this AD, to include all subparagraphs, unless already done.

(g) Incorporate Operational Limitations

Within 100 hours time-in-service (TIS) after April 7, 2014 (the effective date of this AD) or within 3 calendar months after April 7, 2014 (the effective date of this AD), whichever occurs first, incorporate the operational limitations by accomplishing either paragraph (g)(1) or (g)(2) of this AD, to include all subparagraphs:

(1) Incorporate the limitations identified in Appendix 1 of this AD into your airplane maintenance records and install a copy of the approved supplemental airplane flight manual/airplane

flight manual supplement (SAFM/AFMS) in Appendix 1 of this AD in the airplane accessible to the pilot; or

(2) Install the following placards:

(i) Cessna placard part number (P/N) DP0500-13 or a placard that states: "This airplane is prohibited from flight into known icing conditions." If installing the Cessna placard P/N DP0500-13, obtain the placard following Cessna Aircraft Company Service Bulletin MEB97-4, dated March 24, 1997; and

(ii) An additional placard for the applicable airspeed indicator readings listed in paragraph (g)(2)(A) or (g)(2)(B) below, as applicable:

(A) If Airspeed Indicator Reads in MPH. Placard states: "For inadvertent encounters with icing conditions, increase published airspeed on approach at least 17 mph."

(B) If Airspeed Indicator Reads in Knots. Placard states: "For inadvertent encounters with icing conditions, increase published airspeed on approach at least 15 KIAS."

(h) Placard Installation

Install the placards on the instrument panel in clear view of the pilot using 1/8-inch black lettering on a white background.

(i) Pilot Authorization

In addition to the provisions of 14 CFR 43.3 and 43.7, the actions required by paragraphs (g)(1) and (g)(2) of this AD, to include all subparagraphs, may be performed by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the airplane records showing compliance with this AD in accordance with 14 CFR 43.9 (a)(1)-(4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417. This authority is not applicable to aircraft being operated under 14 CFR part 119.

(j) Special Flight Permit

Special flight permits are permitted with the following limitation: flight into known icing is prohibited.

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Wichita Aircraft Certification Office (ACO), 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.

(l) Related Information

For more information about this AD, contact Dan Withers, Program Manager, FAA, Wichita ACO, 1801 S. Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4137; fax: (316) 946-4107; email: dan.withers@faa.gov.

(m) 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) Cessna Aircraft Company Service Bulletin MEB97-4, dated March 24, 1997.

(ii) Reserved.

(3) For Cessna Aircraft Company service information identified in this AD, contact Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, KS 67277; telephone: (316) 517-5800; fax: (316) 517-7271; email: customercare@cessna.textron.com; Internet: <http://www.cessna.com/>.

(4) You may view this service information at FAA, FAA, Small Airplane Directorate, 901 Locust, Kansas City, MO 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>.

Appendix 1 to Airworthiness Directive 2014-03-03

Supplemental Airplane Flight Manual (SAFM) for Airplanes Without an Approved AFM or Airplane Flight Manual Supplement (AFMS) For Airplanes With an FAA-Approved AFM or POH/AM

FAA-APPROVED
SUPPLEMENTAL AIRPLANE FLIGHT MANUAL
OR
AIRPLANE FLIGHT MANUAL SUPPLEMENT

FOR:

Performance Limitations

AIRPLANE MAKE AND MODELS:

Cessna 310, 310A through H, E310H, 310I through J, 310J-1, E310J, 310K through R, T310P through T310R, 320, 320-1, 320A through F, 340, 340A, 401, 401A, 401B, 402, 402A, 402B, 411, 411A, 414, 421, 421A, 421B for serial numbers as identified in Airworthiness Directive 2014-03-03.

Registration Number: _____

Serial Number: _____

The information contained in this manual is FAA-approved material, which along with the FAA - approved placards and instrument markings or an FAA-approved flight manual, is applicable to the operation of the airplane in accordance with AD 2014-03-03. This document supplements the FAA-approved material listed above. It adds a limitation prohibiting flight into known icing conditions as well as alters the inadvertent ice encounter procedure in accordance with Airworthiness Directive 2014-03-03.

This document must be carried in the airplane and accessible to the pilot during the airplane's use.

The information contained herein supplements or supersedes the basic manual, placards, and/or other limitations of the basic airplane only in those areas listed herein. For limitations, procedures, and performance information not contained in this supplement, consult the applicable basic airplane flight manual or pilot's operating manual, placards, and/or other limitations.

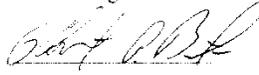
- I. Limitations:
 - a. Flight into known icing conditions is prohibited
 - b. For inadvertent icing encounters increase published speed on approach at least 17 mph (15 knots)
- II. Procedures: No Change
- III. Performance:

NOTE:

For inadvertent icing encounters, increase runway length by a factor of 1.5 or more due to the increase in approach speed

- IV. Weight and Balance: No Change

FAA APPROVED



for Margaret Kline, Manager
Aircraft Certification Office
Federal Aviation Administration
Wichita, Kansas

Date: 1/31/14

Figure 1 to Appendix 1

Issued in Kansas City, Missouri, on January 31, 2014.
Earl Lawrence,
Manager, Small Airplane Directorate,
Aircraft Certification Service.



2014-03-18 B-N Group Ltd.: Amendment 39-17755; Docket No. FAA-2013-0924; Directorate Identifier 2013-CE-032-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective April 1, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to B-N Group Ltd. Models BN-2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN2A MK. III, BN2A MK. III-2, and BN2A MK. III-3 airplanes, all serial numbers, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 76: Engine 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 damage of the cable sliding end assembly and installation of the incorrect end fitting on engine control cable assemblies. We are issuing this AD to detect and correct damage of the cable sliding end assembly (cracking, distortion, corrosion) and incorrect end fittings on the engine control assemblies, which could lead to reduced engine control with consequent loss of control.

(f) Actions and Compliance

Unless already done, do the following actions in paragraphs (f)(1) through (f)(4) of this AD:

(1) Within the next 6 months after April 1, 2014 (the effective date of this AD), do a one-time inspection of the engine control cable assemblies, part number (P/N) 137835, P/N 172449-1, P/N 17250, and P/N 172451, and surrounding areas for damage (cracking, distortion, corrosion) and correct cable end-fitting and to assure the wire locking is intact following Britten-Norman Aircraft Limited Service Bulletin No. SB 334, Issue 1, dated August 30, 2013.

(2) If no discrepancies are found during the inspection required in paragraph (f)(1) of this AD, inspect the control linkages for proper adjustment and, before further flight, make any necessary changes following Britten-Norman Aircraft Limited Service Bulletin No. SB 334, Issue 1, dated August 30, 2013.

(3) If any discrepancies are found during the inspection required in paragraph (f)(1) of this AD and/or the control linkages cannot be properly adjusted as specified in paragraph (f)(2) of this AD, before further flight, replace the engine control cable assembly with a serviceable unit following Britten-Norman Aircraft Limited Service Bulletin No. SB 334, Issue 1, dated August 30, 2013.

(4) After April 1, 2014 (the effective date of this AD), do not install on any airplane engine control cable assemblies, part number (P/N) 137835, P/N 172449-1, P/N 17250, and P/N 172451, unless they are new or have been inspected as required in paragraphs (f)(1) and (f)(2) of this AD and found free of any discrepancies and have proper adjustment.

(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 European Aviation Safety Agency (EASA) AD No.: 2013-0215, dated September 16, 2013, for related information. You may examine the MCAI in the AD docket on the Internet at: <http://www.regulations.gov/#!documentDetail;D=FAA-2013-0924-0002>.

(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) Britten-Norman Aircraft Limited Service Bulletin No. SB 334, Issue 1, dated August 30, 2013.

(ii) Reserved.

(3) For service information identified in this AD, contact Britten-Norman Aircraft Limited, Commodore House, Mountbatten Business Centre, Millbrook Road East, Southampton SO15 1HY, United Kingdom; telephone: +44 20 3371 4000; fax: +44 20 3371 4001; email: info@bnaircraft.com; Internet: <http://www.britten-norman.com/customer-support/>.

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

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

Issued in Kansas City, Missouri, on February 6, 2014.
Earl Lawrence,
Manager, Small Airplane Directorate,
Aircraft Certification Service.



2014-03-20 Piaggio Aero Industries S.P.A: Amendment 39-17757; Docket No. FAA-2013-0964; Directorate Identifier 2013-CE-035-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective April 1, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Piaggio Aero Industries S.P.A Model P-180 airplanes, manufacturer serial numbers 1002 and 1004 through 1231, certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by results from 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 insufficient clearance between one of the horizontal stabilizer end ribs and the corresponding elevator horn. We are issuing this AD to detect and correct insufficient clearance between one of the horizontal stabilizer end rib and the corresponding elevator horn, which could result in interference between the elevator and horizontal stabilizer surfaces, consequently resulting in restricted elevator control and reduced control of the airplane.

(f) Actions and Compliance

Unless already done, do the following actions as specified in paragraphs (f)(1) through (f)(3) of this AD:

(1) Within the next 200 hours time-in service (TIS) after April 1, 2014 (the effective date of this AD) or within the next 12 months after April 1, 2014 (the effective date of this AD), whichever occurs first, measure the clearances between the horns of the elevator and the end ribs of the horizontal stabilizer (HS) on left-hand (LH) and right-hand (RH) sides following Part A of the Accomplishment Instructions in Piaggio Aero Industries S.P.A. Mandatory Service Bulletin No.: 80-0381, Rev. 0, dated May 2, 2013.

(2) If the clearance is less than 5 mm on the HS LH or RH side during the measurement as required by paragraph (f)(1) of this AD, before further flight, rework the affected elevator to restore the required minimum clearance between the horn of the elevator and the end rib of the horizontal

stabilizer following Part B of the Accomplishment Instructions in Piaggio Aero Industries S.P.A. Mandatory Service Bulletin No.: 80-0381, Rev. 0, dated May 2, 2013.

(3) Within 30 days after accomplishment of the measurement as required by paragraph (f)(1) of this AD, report the results to Piaggio Aero Industries S.P.A. following Part C of the Accomplishment Instructions in Piaggio Aero Industries S.P.A. Mandatory Service Bulletin No.: 80-0381, Rev. 0, dated May 2, 2013.

(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.

(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. 2013-0239, dated September 30, 2013, for related information. The MCAI can be found in the AD docket on the Internet at: <http://www.regulations.gov/#!documentDetail;D=FAA-2013-0964-0002>.

(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) Piaggio Aero Industries S.P.A. Mandatory Service Bulletin No.: 80-0381, Rev. 0, dated May 2, 2013.

(ii) Reserved.

(3) For Piaggio Aero Industries S.P.A. service information identified in this AD, contact Piaggio Aero Industries S.p.A–Airworthiness Office, Via Luigi Cibrario, 4 16154 Genova-Italy; phone: +39 010 6481353; fax: +39 010 6481881; email: airworthiness@piaggioaero.it; Internet: <http://www.piaggioaero.com/#/en/aftersales/service-support>.

(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 February 7, 2014.

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



2014-04-01 Slingsby Aviation Ltd.: Amendment 39-17759; Docket No. FAA-2013-0997;
Directorate Identifier 2013-CE-044-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective April 1, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Slingsby Aviation Ltd. Model T67M260 airplanes, all serial numbers, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 55: Stabilizers.

(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 cracked horizontal stabilizer attachment brackets. We are issuing this AD to prevent separation of the horizontal stabilizer, which could result in loss of control.

(f) Actions and Compliance

Unless already done, do the actions specified in paragraphs (f)(1) through (f)(4) of this AD:

(1) Within the next 150 hours time-in-service (TIS) after April 1, 2014 (the effective date of this AD) or at the next annual inspection after April 1, 2014 (the effective date of this AD), whichever occurs later, and repetitively thereafter at intervals not to exceed 150 hours TIS, inspect the aluminum horizontal stabilizer attachment brackets for cracks. Do the inspections following the ACTION instructions in Slingsby Advanced Composites Ltd. Service Bulletin S.B. No: 179, Issue 4, dated March 15, 2007.

(2) If any cracks are found during any inspection required in paragraph (f)(1) of this AD, before further flight, replace the cracked bracket with a serviceable part. Do the replacement following the ACTION instructions in Slingsby Advanced Composites Ltd. Service Bulletin S.B. No: 179, Issue 4, dated March 15, 2007. If a serviceable aluminum horizontal stabilizer attachment bracket is used as a replacement part, repetitively inspect as specified in paragraph (f)(1) of this AD.

(3) To terminate the repetitive inspections required in paragraph (f)(1) of this AD, all four aluminum horizontal stabilizer attachment brackets must be replaced with titanium horizontal stabilizer attachment brackets.

(4) After installing titanium horizontal stabilizer attachment brackets, installing aluminum horizontal stabilizer attachment brackets is prohibited.

(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.

(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 European Aviation Safety Agency (EASA) AD No. 2012-0169, dated August 31, 2012, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2013-0997-0002>.

(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 this AD specifies otherwise.

(i) Slingsby Advanced Composites Ltd. Service Bulletin S.B. No: 179, Issue 4, dated March 15, 2007.

(ii) Reserved.

(3) For Slingsby Aviation Ltd. service information identified in this AD, contact Slingsby Advanced Composites, Ings Lane, Kirbymoorside, York, YO62 6EZ, United Kingdom, telephone: +44 (0) 1751 432474; fax +44 (0) 1751 433016, Internet: www.marshall-slingsby.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 February 10, 2014.
Steven W. Thompson,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2014-04-02 Dornier Luftfahrt GmbH: Amendment 39-17760; Docket No. FAA-2013-0962; Directorate Identifier 2013-CE-028-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective April 1, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to DORNIER LUFTFAHRT GmbH Model 228-212 airplanes, all serial numbers, certificated in any category.

(d) Subject

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

(e) Reason

This AD results from 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 improper restoration of corrosion protection as the likely cause of initial fatigue cracking of the main landing gear (MLG) axle. We are issuing this AD to detect and correct possible corrosion and cracking of the MLG axle, which could lead to failure of the MLG axle resulting in a runway excursion with consequent damage to the airplane and injury to the occupants.

(f) Actions and Compliance

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

(1) Inspect the MLG axle following the Accomplishment Instructions in RUAG Aerospace Services GmbH Dornier 228 Service Bulletin No. SB-228-300, Revision 1, dated April 25, 2013, at the time specified in paragraphs (f)(1)(i) or (f)(1)(ii) of this AD.

(i) If, as of April 1, 2014 (the effective date of this AD), the main landing gear (MLG) has 6,000 or more hours time-in-service (TIS) since new or is 10 years old or is more than 10 years old: Within the next 400 hours TIS after April 1, 2014 (the effective date of this AD) or within the next 6 months after April 1, 2014 (the effective date of this AD), whichever occurs first.

(ii) If, as of April 1, 2014 (the effective date of this AD), the MLG has less than 6,000 hours TIS since new or is between 5 to 10 years old: Before or upon accumulating 6,400 hours TIS or within 6 months after April 1, 2014 (the effective date of this AD), whichever occurs first.

(2) If, during the inspection required in paragraph (f)(1) of this AD, any discrepancies are found outside the limits specified in RUAG Aerospace Services GmbH Dornier 228 Service Bulletin No.

SB-228-300, Revision 1, dated April 25, 2013, before further flight, make all necessary corrective actions following the Accomplishment Instructions in RUAG Aerospace Services GmbH Dornier 228 Service Bulletin No. SB-228-300, Revision 1, dated April 25, 2013.

(g) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4123; fax: (816) 329-4090; email: karl.schletzbaum@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

(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.: 2013-0209, dated September 10, 2013, for related information. The MCAI can be found in the AD docket on the Internet at: <http://www.regulations.gov/#!documentDetail;D=FAA-2013-0962-0002>.

(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) RUAG Aerospace Services GmbH Dornier 228 Service Bulletin No. SB-228-300, Revision 1, dated April 25, 2013.

(ii) Reserved.

(3) For RUAG Aerospace Services GmbH service information identified in this AD, contact RUAG Aerospace Services GmbH, Dornier 228 Customer Support, P.O. Box 1253, 82231 Wessling, Germany; telephone: (0)8153-30-2280; fax: (0)8153-30-3030; Internet: http://www.ruag.com/en/Aviation/Aviation_Home.

(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 February 10, 2014.
Steven W. Thompson,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2014-04-03 Pacific Aerospace Limited: Amendment 39-17761; Docket No. FAA-2014-0090; Directorate Identifier 2014-CE-003-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective February 25, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pacific Aerospace Limited Model 750XL airplanes, 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 from 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 broken control column attachment bolts. We are issuing this AD to prevent failure of the control column attachment bolt, which could result in control column detachment and cause loss of control.

(f) Actions and Compliance

Unless already done, within the next 10 hours time-in-service after February 25, 2014 (the effective date of this AD), replace the left hand and the right hand control column attachment bolts following the Accomplishment Instructions in Pacific Aerospace Limited Mandatory Service Bulletin PACSB/XL/070, Issue 1, dated January 24, 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: Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4123; fax: (816) 329-4090; email: karl.schletzbaum@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

(h) Related Information

Refer to MCAI Civil Aviation Authority (CAA) AD DCA/750XL/15, dated January 29, 2014, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2014-0090.

(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 this AD specifies otherwise.

(i) Pacific Aerospace Limited Mandatory Service Bulletin PACSB/XL/070, Issue 1, dated January 24, 2014.

(ii) Reserved.

(3) For Pacific Aerospace Limited service information identified in this AD, contact Pacific Aerospace Limited, Hamilton Airport, Private Bag 3027 Hamilton 3240, New Zealand; telephone: +64 7 843 6144; fax: +64 7 843 6134; email: pacific@aerospace.co.nz; Internet: <http://www.aerospace.co.nz/>.

(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 February 10, 2014.
Steven W. Thompson,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2014-04-04 Diamond Aircraft Industries GmbH: Amendment 39-17762; Docket No. FAA-2013-0937; Directorate Identifier 2013-CE-029-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective April 7, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Diamond Aircraft Industries GmbH Models DA 42 NG and DA 42 M NG airplanes, all serial numbers certificated in any category, except those that have incorporated Supplemental Type Certificate (STC) SA02725NY (http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/286A29A0C46D66048625764900624649?OpenDocument&Highlight=sa02725ny).

Note 1 to paragraph (c) of this AD: STC SA02725NY uses different electrical system architecture and the unsafe condition addressed in this AD does not apply to that system.

(d) Subject

Air Transport Association of America (ATA) Code 24: Electric Power.

(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 failure of the alternator indication system to indicate warning when one alternator is inoperative. We are issuing this AD to prevent the undetected loss of one engine alternator, which could result in reduced capability of the electrical generating power system.

(f) Actions and Compliance

Unless already done, do the following actions as specified in paragraphs (f)(1) through (f)(3) of this AD, including all subparagraphs:

(1) For all DA 42 NG airplanes: Within the next 12 months after April 7, 2014 (the effective date of this AD), install Secondary Configuration Card part number (P/N) 010-12074-02 "Additional ALTN FAIL trigger" and System Software P/N 010-00670-10 following the Accomplishment/Instructions in Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB 42NG-003/13, dated October 11, 2013; or the Accomplishment/Instructions in Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB 42NG-003/12, dated July 8, 2013.

(2) For DA 42 M-NG airplanes, serial numbers (S/Ns) 42.339, 42.MN001 through 42.MN0026, and all S/Ns modified through Optional Service Bulletin (OSB) 42-081, using Work Instruction (WI) OSB-42-081 up to Revision 1 inclusive: Within the next 100 hours time-in-service after April 7, 2014 (the effective date of this AD) or within the next 12 months after April 7, 2014 (the effective date of this AD), whichever occurs first:

(i) Install GEA Alternator fail control cable P/N D62-2510-97-00-SB following the Instructions in Diamond Aircraft Industries GmbH Work Instruction WI-MSB 42MNG-006, dated July 8, 2013, as specified in the Accomplishments/Instructions in Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB 42MNG-006, July 8, 2013; and

(ii) Install Secondary Configuration Card P/N 010-12074-02 "Additional ALTN FAIL trigger" and System Software P/N 010-00670-10 following the Accomplishment/Instructions in Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB 42NG-003/13, dated October 11, 2013; or the Accomplishment/Instructions in Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB 42NG-003/12, dated July 8, 2013.

(3) For all airplanes: As of April 7, 2014 (the effective date of this AD), do not install on any airplane System Software prior to P/N 010-00670-10.

(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.: 2013-0224, dated September 19, 2013, for more information. The MCAI can be found in the AD docket on the Internet at: <http://www.regulations.gov/#!documentDetail;D=FAA-2013-0937-0002>. You may also refer to Diamond Aircraft Industries GmbH Optional Service Bulletin OSB 42-081/1 and Diamond Aircraft Industries GmbH Work Instruction WI-OSB 42-081, Rev. 1, both dated December 23, 2010; and Diamond Aircraft Industries GmbH Optional Service Bulletin OSB 42-081 and Diamond Aircraft Industries GmbH Work Instruction WI-OSB 42-081, Rev. 0, both dated March 17, 2010, for more information. For service information related to this AD, you may contact the manufacturer using the information found in paragraph (i)(3) of this AD.

(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) Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB 42NG-003/13, dated October 11, 2013.

(ii) Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB 42NG-003/12, dated July 8, 2013.

(iii) Diamond Aircraft Industries GmbH Mandatory Service Bulletin MSB 42MNG-006, dated July 8, 2013.

(iv) Diamond Aircraft Industries GmbH Work Instruction WI-MSB 42MNG-006, dated July 8, 2013.

(3) For Diamond Aircraft Industries GmbH service information identified in this AD, contact Diamond Aircraft Industries GmbH, N.A. Otto-Straße 5, A-2700 Wiener Neustadt, Austria, telephone: +43 2622 26700; fax: +43 2622 26700 1369; email: airworthiness@diamond-air.at; Internet: <http://www.diamond-air.at>.

(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 February 12, 2014.

Steven W. Thompson,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2014-04-06 Turbomeca S.A.: Amendment 39-17764; Docket No. FAA-2013-0381; Directorate Identifier 2013-NE-16-AD.

(a) Effective Date

This AD becomes effective March 31, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Turbomeca S.A. Arrius 2B1, 2B1A, 2B2, and 2K1 turboshaft engines.

(d) Reason

This AD was prompted by in-flight shutdowns caused by interrupted fuel supply at the hydro-mechanical metering unit (HMU). We are issuing this AD to prevent in-flight shutdown and damage to the engine.

(e) Actions and Compliance

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

(f) Initial Visual Inspection for HMUs Not Previously Inspected

(1) On the effective date of this AD, for those HMUs that have not previously been inspected using Turbomeca Mandatory Service Bulletin (MSB) No. SB 319 73 2825, Version G, dated January 24, 2013, or earlier versions; perform an initial visual inspection of the HMU high-pressure pump drive gear shaft splines for wear, corrosion, scaling, or cracks, and clean and inspect the sleeve assembly splines for wear, corrosion, scaling, or cracks, at the following:

(i) For HMUs that have accumulated more than 150 operating hours (OHs) since new or since last overhaul, within 50 HMU OHs after effective date of this AD.

(ii) For HMUs that have accumulated 150 or fewer OHs since new or since last overhaul, before exceeding 200 HMU OHs.

(g) Initial Visual Inspection for HMUs That Have Been Previously Inspected

(1) On the effective date of this AD, for those HMUs that have been previously inspected per Turbomeca MSB No. SB 319 73 2825, Version G, dated January 24, 2013, or earlier versions; perform a visual inspection of HMU aft splines of the high pressure pump for wear, corrosion, scaling, or cracks, and clean and inspect the sleeve assembly splines for wear, corrosion, scaling, or cracks, at the following:

(i) For HMUs that have accumulated 300 OHs or more since last inspection, within 200 HMU OHs after effective date of this AD.

(ii) For HMUs that have accumulated fewer than 300 OHs since last inspection, before exceeding 500 HMU OHs.

(h) Repetitive Visual Inspections of HMUs

(1) Thereafter, repetitively visually inspect the HMU aft splines of the high pressure pump, and clean and inspect the sleeve assembly splines for wear, corrosion, scaling, or cracks, at intervals not to exceed 500 HMU OHs.

(2) If, during any initial or repetitive inspection required by this AD, an HMU does not pass inspection, then before further flight, replace the sleeve assembly on the affected high pressure pump drive gear shaft or replace the affected HMU.

(i) Installation Prohibition

After the effective date of this AD, do not install any engine on any helicopter unless the HMU was inspected as required by this AD.

(j) Alternative Methods of Compliance (AMOCs)

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

(k) Related Information

(1) For more information about this AD, contact Anthony W. Cerra, Jr., Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; email: anthony.cerra@faa.gov; phone: 781-238-7128; fax: 781-238-7199.

(2) Refer to MCAI European Aviation Safety Agency, AD 2013-0082, dated April 2, 2013, for more information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2013-0381-0004>.

(3) Turbomeca MSB No. SB 319 73 2825, Version G, dated January 24, 2013, which is not incorporated by reference in this AD, can be obtained from Turbomeca, S.A. using the contact information in paragraph (k)(4) of this AD.

(4) For service information identified in this AD, contact Turbomeca, S.A., 40220 Tarnos, France; phone: 33 (0)5 59 74 40 00; telex: 570 042; fax: 33 (0)5 59 74 45 15.

(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.

(l) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on February 10, 2014.

Robert J. Ganley,
Acting Assistant Directorate Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2014-04-11 Airbus Helicopters (Type Certificate Previously Held by Eurocopter France):
Amendment 39-17770; Docket No. FAA-2013-0351; Directorate Identifier 2009-SW-049-AD.

(a) Applicability

This AD applies to Model AS350B, BA, B1, B2, B3, D; and AS355E, F, F1, F2, and N helicopters with a tail rotor (T/R) blade, part number (P/N) 355A12-0040-00, 355A-12-0040-01, 355A12-0040-02, 355A12-0040-03, 355A-12-0040-04, 355A12-0040-05, 355A-12-0040-07, 355A-12-0040-08, all serial numbers (S/N); or P/N 355A12-0050-04, with a S/N 8400 through 9224, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as T/R blade trailing edge tab (tab) debonding. This condition could result in excessive vibration of the helicopter and loss of control of the helicopter.

(c) Effective Date

This AD becomes effective April 9, 2014.

(d) Compliance

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

(e) Required Actions

Within 100 hours time-in-service, install additional rivets on the trailing edge tab of each T/R blade, according to the following procedures, referencing Figure 1 of Eurocopter Alert Service Bulletin (ASB) No. 64.00.05, Revision 2, dated February 15, 2007, or ASB No. 64.00.04, Revision 2, dated February 15, 2007, whichever is applicable to your model helicopter:

- (1) Lightly sand the area to be drilled, using No. 80 then No. 220 sandpaper.
- (2) Locate and drill eight 2.5 mm-diameter holes (T): 4 holes (T) 12 mm from the existing rivets (E) and on the centerline of the existing rivets (E), then 4 holes (T) 24 mm from the existing rivets (E) and on the centerline of the existing rivets (E).
- (3) Deburr and clean the area around the drilled holes.
- (4) Install 8 rivets (1) on tab (L). Any installation direction of the rivets is permissible (pressure face or suction face of the T/R blade).
- (5) Inspect the tab for debonding.
 - (i) If there is no debonding, paint the area.
 - (ii) If there is debonding, replace the tab.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, Rotorcraft Directorate, FAA, may approve AMOCs for this AD. Send your proposal to: Gary Roach, Aviation Safety Engineer, Regulations and Policy Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email gary.b.roach@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

(g) Additional Information

The subject of this AD is addressed in the Direction Generale de l'Aviation Civile (DGAC) AD No. F-2004-176 and AD No. F-2004-178, both dated November 10, 2004. You may view the DCAG ADs on the Internet at <http://www.regulations.gov> in Docket No. FAA-2013-0351.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 6410, Tail rotor blades.

(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 64.00.05, Revision 2, dated February 15, 2007.

(ii) Eurocopter Alert Service Bulletin 64.00.04, Revision 2, dated February 15, 2007.

(3) For Eurocopter 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 that is incorporated by reference at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(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 February 19, 2014.

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



2014-04-12 Airbus Helicopters (Type Certificate Previously Held by Eurocopter France):
Amendment 39-17771; Docket No. FAA-2013-0770; Directorate Identifier 2011-SW-057-AD.

(a) Applicability

This AD applies to Model EC225LP helicopters, certificated in any category, except helicopters with the following modifications (MOD) installed:

- (1) MOD 0726582, MOD 0726477, and MOD 0726583;
- (2) MOD 0726592; or
- (3) MOD 0726632.

(b) Unsafe Condition

This AD defines the unsafe condition as oscillations in the main rotor which can transfer dynamic loads to the structure, the main gearbox (MGB), and the main servo-control inputs, which could result in subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective April 7, 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 Action

Within 50 hours time-in-service, revise the Operating Limitations section of the Eurocopter EC225LP Rotorcraft Flight Manual (RFM) by inserting a copy of this AD into Section 2.3 of the RFM, or by making pen and ink changes as follows. Under paragraph 1, Altitude Limits, add the phrase:

The minimum altitude is limited to -2,000 feet density altitude.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Gary Roach, Aviation Safety Engineer, Regulations and Policy Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email gary.b.roach@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

(g) Additional Information

(1) Eurocopter Emergency Alert Service Bulletin No. 04A001, Revision 3, dated May 4, 2010, which is not incorporated by reference, contains additional information about the subject of this AD. 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>. You may review the referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(2) The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2008-0007R3, dated May 12, 2010. You may view the EASA AD in the AD docket on the Internet at <http://www.regulations.gov>.

(h) Subject.

Joint Aircraft Service Component (JASC) Code: 2200: Auto Flight System.

Issued in Fort Worth, Texas, on February 19, 2014.

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



2014-04-14 Agusta S.p.A. Helicopters (Type Certificate Currently Held by AgustaWestland S.p.A) (AgustaWestland): Amendment 39-17773; Docket No. FAA-2013-0643; Directorate Identifier 2012-SW-096-AD.

(a) Applicability

This AD applies to AgustaWestland Model A109S, AW109SP, A119, and AW119 MKII helicopters with a main rotor lag damper assembly (lag damper), part number (P/N) 109-0112-39-103, 109-0112-39-105, 109-0112-05-105, or 109-0112-05-107, installed with a rod end assembly, P/N M004-01H007-041 or M004-01H007-045, with a serial number (S/N) 84 through 132, or 4964 through 5011, certificated in any category.

(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) Effective Date

This AD becomes effective April 7, 2014.

(d) Compliance

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

(e) Required Actions

- (1) Within 25 hours time-in-service, remove the rod end assembly from service.
- (2) Do not install a rod end assembly, P/N M004-01H007-041 or M004-01H007-045, with a S/N 84 through 132 or 4964 through 5011, on any helicopter.

(f) Special Flight Permits

Special flight permits are prohibited.

(g) Alternative Methods of Compliance (AMOCs)

- (1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Robert Grant, Aviation Safety Engineer, Safety Management Group, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email robert.grant@faa.gov.
- (2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector,

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

(g) Additional Information

(1) AgustaWestland Bollettino Tecnico No. 109S-49, No. 109SP-052, and No. 119-50, all dated October 3, 2012, 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 the referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(2) The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2012-0208, dated October 5, 2012. You may view the EASA AD on the Internet at <http://www.regulations.gov> in Docket No. FAA-2013-0643.

(h) Subject

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

Issued in Fort Worth, Texas, on February 20, 2014.

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