

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

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

BIWEEKLY 2017-18

8/21/2017 - 9/3/2017



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
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Information Key: E - Emergency; COR - Correction; S – Supersedes; R - Replaces

Biweekly 2017-01

2016-24-51		Sikorsky Aircraft Corporation	S-92A
2016-25-13	S 2016-04-12	Safran Helicopter Engines, S.A.	Arriel 2B, 2B1, 2C, 2C1, 2C2, 2D, 2E, 2S1, and 2S2
2016-25-14		Airbus Helicopters Deutschland GmbH	BO-105LS A-3
2016-25-19	S 2010-21-07	Airbus Helicopters	AS350B3 and EC130B4
2016-25-20		Airbus Helicopters	EC130B4, EC130T2, AS350B, AS350B1, AS350B2, AS350B3, AS350BA, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP
2016-25-28		Airbus Helicopters	AS355NP
2016-26-01		AGUSTAWESTLAND S.P.A.	AB139 and AW139
2016-26-04		Robinson Helicopter Company	R44 and R44 II; R66
2016-26-08	R 2014-22-01	PILATUS AIRCRAFT LTD.	PC-12, PC-12/45, PC-12/47, and PC-12/47E
2016-26-09	S 2016-06-01	B-N Group Ltd.	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, BN-2T-4R, BN-2T, BN2A MK. III, BN2A MK. III-2, and BN2A MK. III-3

Biweekly 2017-02

2017-01-12		Diamond Aircraft Industries GmbH	DA 42 airplanes
2017-02-51		Sikorsky Aircraft Corporation	S-92A helicopters

Biweekly 2017-03

No ADs

Biweekly 2017-04

2016-26-08	COR	PILATUS AIRCRAFT LTD.	PC-12, PC-12/45, PC-12/47, and PC-12/47E airplanes
2017-02-06		Piper Aircraft, Inc.	PA-31T, PA-31T1, PA-31T2, PA-31T3, and PA-31P-350 airplanes
2017-02-07		Airbus Helicopters Deutschland GmbH	MBB-BK 117 C-2, and Model MBB-BK 117 D-2 helicopters
2017-02-11		Alexander Schleicher GmbH & Co.	ASK 21 gliders
2017-04-51		Safran Helicopter Engines, S.A.	Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S and 1S1 turboshaft engines

Biweekly 2017-05

2017-02-51		Sikorsky Aircraft Corporation	S-92A helicopters
2017-03-01	S 2014-05-06	Airbus Helicopters Deutschland GmbH	EC135 P1, P2, P2+, T1, T2, and T2+ helicopters
2017-04-03		Pilatus Aircraft Limited	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2 airplanes
2017-04-06		United Instruments, Inc.	5934 series altimeters
2017-04-14		Textron Aviation Inc.	560XL airplanes
2017-04-15		Learjet Inc.	36A airplanes
2017-05-03		Airbus Helicopters Deutschland GmbH	BO-105C, BO-105LS A-3, and BO-105S helicopters
2017-05-04		Bell Helicopter Textron Canada Limited	206A, 206B, 206L, 206L1, 206L3, and 206L4 helicopters
2017-05-51		Bell Helicopter Textron Canada	429 helicopters

Biweekly 2017-06

2017-05-08		Safran Helicopter Engines, S.A.	Arriel 2B turboshaft engines
2017-04-51		Safran Helicopter Engines, S.A.	Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1 turboshaft engines

Biweekly 2017-07

2017-07-02		Sikorsky Aircraft Corporation	269D and Model 269D Configuration A helicopters
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2017-07-01		M7 Aerospace LLC	SA226-T, SA226-AT, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), and SA227-TT airplanes
2017-06-03	R 81-09-09	Meggitt (Troy), Inc.	921, 930, 937, 940, 944, 945, 977, 978, 979, 8240, 8253, 8259, and 8472 combustion heaters
Biweekly 2017-08			
2017-07-10		American Champion Aircraft Corp.	8KCAB airplanes
2017-05-51		Bell Helicopter Textron Canada	429 helicopters
2017-07-08		Airbus Helicopters Deutschland GmbH	MBB-BK 117 D-2 helicopters
2017-07-09		Sikorsky Aircraft Corporation	S-92A helicopters
Biweekly 2017-09			
2017-08-07		Learjet, Inc	60
2017-08-09		DG Flugzeugbau GmbH	DG-500MB
2017-08-12		GROB Aircraft AG	GROB G 109 and GROB G 109B
2017-09-02		Airbus Helicopters Deutschland GmbH	MBB-BK 117 C-2 and MBB-BK 117 D-2
2017-06-11		Airbus Helicopters	EC120B
Biweekly 2017-10			
2017-09-05		Airbus Helicopters	AS332C, AS332C1, AS332L, AS332L1, AS332L2, and EC225LP helicopters
2017-09-07		Airbus Helicopters Deutschland GmbH	MBB-BK 117 C-2 helicopters
Biweekly 2017-11			
2017-10-02	S 2015-11-01	Slingsby Aviation Ltd.	T67M260 and T67M260-T3A airplanes
2017-10-03	R 2003-11-12	ZLIN AIRCRAFT a.s.	Z-242L airplanes
2017-10-09		Textron Aviation Inc.	402C, 414A airplanes
2017-10-11		Stemme AG	S10-VT gliders
2017-10-14	S 2014-07-07	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, and Jetstream Series 3101 airplanes
2017-10-20		Piper Aircraft, Inc.	PA-31, PA-31-300, and PA-31-325; PA-31-350 airplanes
2017-11-03		DG Flugzeugbau GmbH	DG-500MB gliders
Biweekly 2017-12			
2017-10-03	R 2003-11-12	ZLIN AIRCRAFT a.s	Z-242L airplanes
2017-10-14	S 2014-07-07	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, and Jetstream Series 3101 airplanes
2017-11-08		Diamond Aircraft Industries GmbH	DA 42 airplanes
2017-11-09	R 2017-08-07	Learjet, Inc.	60 airplanes
2017-11-11		NavWorx, Inc.	ADS600-B and ADS600-EXP ADS-B Universal Access Transceiver units
2017-11-16		PILATUS AIRCRAFT LTD.	PC-12/47E airplanes
Biweekly 2017-13			
2017-11-10		Lycoming Engines	TIO-540-AJ1A reciprocating engines
2017-12-04	S 2016-20-04	Airbus Helicopters	SA 341G and Model SA 342J helicopters
2017-13-03		Bell Helicopter Textron Canada Limited	429 helicopters
2017-13-04		Airbus Helicopters Deutschland GmbH	MBB-BK 117 C-2 (including configuration C-2e) and Model MBB-BK 117 D-2 helicopters
Biweekly 2017-14			
2017-13-06		DG Flugzeugbau GmbH	DG-400, DG-500M, DG-500MB, DG-800A, and DG-800B
Biweekly 2017-15			
2017-10-10		Sikorsky Aircraft Corporation	S-92A helicopters
2017-10-12		Airbus Helicopters	AS332C, AS332C1, AS332L, AS332L1, AS332L2, and EC225LP helicopters

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2017-14-04	R 95-26-13	Piper Aircraft, Inc.	PA-28-140, PA-28-150, PA-28-151, PA-28-161, PA-28-160, PA-28-180, PA-28-181, PA-28-235, PA-28-236, PA-28R-180, PA-28R-200, PA-28R-201, PA-28S-160, PA-28S-180, PA-32-260, PA-32-300, PA-32-301, PA-32-301T, PA-32R-300, PA-32R-301 (SP), PA-32R-301 (HP), PA-32R-301T, PA-32RT-300, PA-32RT-300T, and PA-32S-300 airplanes
2017-14-05 2017-14-06 2017-15-02	S 93-17-13	Airbus Helicopters Sikorsky Aircraft Corporation Bell Helicopter Textron, Inc.	SA330J helicopters TH55A, 269A, 269A-1, 269B, 269C and 269C-1 helicopters 212 and 412 helicopters
Biweekly 2017-16			
2017-14-03 2017-15-05		Sikorsky Aircraft Corporation Piper Aircraft, Inc.	S-92A helicopters PA-23, PA-23-160, PA-23-235, PA-23-250, PA-E23-250, and PA-30 airplanes
2017-15-06	R 97-10-05	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200 and 3101, and Jetstream Model 3201 airplanes
2017-15-07	R 2017-04-51	Safran Helicopter Engines, S.A.	Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1 turboshaft engines
2017-15-09		Diamond Aircraft Industries GmbH	DA 42 airplanes
2017-15-13		Bell Helicopter Textron Canada Limited	429 helicopters
2017-15-15 2017-16-02	R 2002-19-01	SOCATA Agusta S.p.A.	TBM 700 airplanes A109S helicopters
Biweekly 2017-17			
2017-16-03 2017-16-04		Piper Aircraft, Inc. Romtex Anjou Aeronautique (Romtex)	PA-46-600TP (M600) torso restraint systems
2017-16-11		Lycoming Engines	See AD
Biweekly 2017-18			
2017-17-01 2017-17-03	S 2014-16-01	Airbus Helicopters MD Helicopters, Inc.	AS332L2 and EC225LP helicopters MD900 helicopters



2017-17-01 Airbus Helicopters: Amendment 39-18991; Docket No. FAA-2017-0419; Product Identifier 2015-SW-077-AD.

(a) Applicability

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

- (1) Model AS332L2 helicopters with a main rotor (M/R) blade attachment pin (attachment pin) part number (P/N) 332A31-2123-00 or P/N 332A31-2115-20 installed; and
- (2) Model EC225LP helicopters with an attachment pin P/N 332A31-3204-20 installed.

(b) Unsafe Condition

This AD defines the unsafe condition as corrosion or a crack in an attachment pin. This condition could result in loss of an M/R blade and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective September 25, 2017.

(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) For Model AS332L2 helicopters, within 410 hours time-in-service (TIS), and for Model EC225LP helicopters within 660 hours TIS, remove each attachment pin and inspect the protective coating on the inside of the attachment pin for scratches and missing protective coating.

(i) If there is a scratch or any missing protective coating, sand the attachment pin to remove the varnish in the area depicted as “Area A” in Figure 1 of Airbus Helicopters Alert Service Bulletin (ASB) No. AS332-05.00.99, Revision 0, dated December 22, 2014 (AS332-05.00.99), or Airbus Helicopters ASB No. EC225-05A040, Revision 0, dated December 22, 2014 (EC225-05A040), as applicable to your model helicopter.

(ii) Using a 10X or higher power magnifying glass, inspect for corrosion and pitting at the chamfer. An example of pitting is shown in the Accomplishment Instructions, paragraph 3.B.3., Note 1, of AS332-05.00.99, and paragraph 3.B.2., Note 1, of EC225-05A040. If there is any corrosion, remove the corrosion. If there is any pitting, replace the attachment pin. Do not sand the attachment pin to remove a corrosion pit.

(iii) Using a 10X or higher power magnifying glass, inspect the inside and outside of the attachment pin for a crack in the areas depicted as “Area A” and “Area B” in Figure 1 of AS332-05.00.99 or EC225-05A040, as applicable to your model helicopter. Pay particular attention to the chamfer in “Area A.” If there is a crack, remove the attachment pin from service.

(2) Thereafter, for Model AS332L2 helicopters, at intervals not to exceed 825 hours TIS or 26 months, whichever occurs first; and for Model EC225LP helicopters, at intervals not to exceed 1,320

hours TIS or 26 months, whichever occurs first; perform the actions specified in paragraph (e)(1) of this AD. Corrosion may be removed from an attachment pin as specified in paragraph (e)(1)(ii) of this AD a maximum of four times. If there is a fifth occurrence of corrosion on an attachment pin, before further flight, remove the attachment pin from service.

(3) Do not install an attachment pin P/N 332A31-2123-00, P/N 332A31-2115-20, or P/N 332A31-3204-20 on any helicopter unless you have complied with the actions in paragraph (e)(1) of this AD.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Section, FAA, may approve AMOCs for this AD. Send your proposal to: David Hatfield, Aviation Safety Engineer, Safety Management Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5116; email 9-ASW-FTW-AMOC-Requests@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) No. 2015-0016, dated January 30, 2015. You may view the EASA AD on the Internet at <http://www.regulations.gov> in Docket No. FAA-2017-0419.

(h) Subject

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

(i) Material Incorporated by Reference

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

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

(i) Airbus Helicopters Alert Service Bulletin (ASB) No. AS332-05.00.99, Revision 0, dated December 22, 2014.

(ii) Airbus Helicopters ASB No. EC225-05A040, Revision 0, dated December 22, 2014.

(3) For Airbus Helicopters service information identified in this AD, contact Airbus Helicopters, 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at http://www.helicopters.airbus.com/Website/en/ref/Technical-Support_73.html.

(4) You may view this service information at FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. 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 August 7, 2017.

Scott A. Horn,
Deputy Director for Regulatory Operations, Compliance & Airworthiness Division,
Aircraft Certification Service.



2017-17-03 MD Helicopters, Inc. (MDHI): Amendment 39-18993; Docket No. FAA-2017-0270; Product Identifier 2016-SW-032-AD.

(a) Applicability

This AD applies to Model MD900 helicopters with main rotor upper hub assembly (upper hub) part number 900R2101006-105, -107, -109, or -111 installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a cracked upper hub. This condition could result in failure of the upper hub and subsequent loss of control of the helicopter.

(c) Affected ADs

This AD supersedes AD 2014-16-01, Amendment 39-17925 (79 FR 45322, August 5, 2014).

(d) Effective Date

This AD becomes effective September 25, 2017.

(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 100 hours time-in-service (TIS), and thereafter at intervals not to exceed 100 hours TIS:

(i) Inspect the fillet seal around each flexbeam bolthole to determine whether it adheres properly to the hub or bushing or is missing. Indications of an improperly adhered seal include lifting, bubbling, peeling away, drying out, or cracking. If the fillet seal is not properly adhered or is missing, before further flight, replace the fillet seal with sealant C232 or equivalent by following the Accomplishment Instructions, paragraphs 2.D.(2) through 2.D.(5) and Figure 1, of MD Helicopters Service Bulletin SB900-125, dated February 19, 2016 (SB900-125).

(ii) Using a light and a 10X or higher power magnifying glass, inspect the area outside of the fillet seal around each flexbeam bolthole on the top of the upper hub assembly for a crack. If there is a crack, before further flight, replace the upper hub assembly.

(2) Within 12 months, and thereafter at intervals not to exceed 12 months:

(i) Remove the paint and primer from the area around each flexbeam bolthole on top of the upper hub. Remove the fillet seal from the mating surface of each bushing and the top of the upper hub.

(ii) Using a light and a 10X or higher power magnifying glass, inspect the area around each flexbeam bolthole for a crack. If there is a crack, before further flight, replace the upper hub assembly.

(iii) Inspect each lead leg shim and bushing for corrosion around the flexbeam boltholes on the bottom of the upper hub in the flexbeam pockets. If there is corrosion, before further flight:

(A) Remove the lead leg shim from the flexbeam pocket and clean the area adjacent to the flexbeam bolthole to remove any corrosion within maximum repair damage limits. If the corrosion exceeds maximum repair damage limits, replace the upper hub assembly.

(B) Using a light and a 10X or higher power magnifying glass, inspect the area around the flexbeam bolthole for a crack. If there is a crack, before further flight, replace the upper hub assembly.

(iv) Replace the fillet seal as described in paragraph (f)(1)(i) of this AD.

(3) Within 1,000 hours TIS, and thereafter at intervals not to exceed 1,000 hours TIS:

(i) Eddy current inspect the areas adjacent to each flexbeam bolthole, top and bottom, for a crack. This eddy current inspection must be performed by a Level II or higher technician with the American Society for Nondestructive Testing ASNT-TC-1A, European Committee for Standardization CEN EN 4179, Military Standard MIL-STD-410, National Aerospace Standard NAS410, or equivalent certification who has performed an eddy current inspection within the last 12 months. If there is a crack, before further flight, replace the upper hub assembly.

(ii) Replace the fillet seal as described in paragraph (f)(1)(i) of this AD.

(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Los Angeles ACO Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Eric Schrieber, Aviation Safety Engineer, Los Angeles ACO Branch, Compliance and Airworthiness Division, FAA, 3960 Paramount Blvd., Lakewood, California 90712; telephone (562) 627-5348; email 9-ANM-LAACO-AMOC-REQUESTS@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) Subject

Joint Aircraft Service Component (JASC) Code: 6220, Main Rotor Head.

(i) Material Incorporated by Reference

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

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

(i) MD Helicopters Service Bulletin SB900-125, dated February 19, 2016.

(ii) Reserved.

(3) For MD Helicopters service information identified in this AD, contact MD Helicopters, Inc., Attn: Customer Support Division, 4555 E. McDowell Rd., Mail Stop M615, Mesa, AZ 85215-9734; telephone 1-800-388-3378; fax 480-346-6813; or at <http://www.mdhelicopters.com>.

(4) You may view this service information at FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy, Room 6N-321, Fort Worth, TX 76177. 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>.

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