

**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES**

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

**BIWEEKLY 2013-20**

*9/23/2013 - 10/6/2013*



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 2013-01**

2012-26-07		Eurocopter France	AS350BA helicopters
2012-26-09		Burkhart GROB Luft-und Raumfahrt GmbH	GROB G 109 and GROB G 109B sailplanes
2012-26-10		Eurocopter France	SA-365N, SA-365N1, AS-365N2, AS 365 N3, EC 155B, EC155B1, SA-366G1, SA-365C, SA-365C1, and SA-365C2 helicopters
2012-26-11		Bell Helicopter Textron Inc	205A, 205A-1, and 205B helicopters
2012-26-12		Thielert Aircraft Engines	TAE 125-02-99 and TAE 125-02-114 reciprocating engines
2012-26-13	S 2011-07-09	Thielert Aircraft Engines GmbH	TAE 125-01, TAE 125-02-99, and TAE 125-02-114 reciprocating engines
2012-26-15		Honeywell International Inc	See AD
2012-27-02		Turbomeca S.A.	ARRIEL 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1 turboshaft engines

**Biweekly 2013-02**

2012-17-08		Bell Helicopter Textron Inc	204B, 205A, 205A-1, 205B, and 212 helicopters
2012-24-09	COR	Lycoming Engines and Continental Motors, Inc.	TIO-540-AK1A, TSIO-360-MB, TSIO-360-SB, and TSIO-360-RB reciprocating engines
2013-01-06		Pilatus Aircraft Ltd	PC-7
2013-02-01		Bell Helicopter Textron Inc	206L, 206L-1, and 206L-3 helicopters, and Model 206L-4 helicopters

**Biweekly 2013-03**

2013-01-04		Bell Helicopter Textron, Inc	412 and 412EP helicopters
2013-01-05		Eurocopter France	AS350B3 and EC130B4 helicopters
2013-01-07		Turbomeca S.A.	Arriel 2D turboshaft engines
2013-02-13		Piper Aircraft, Inc	PA-28-236, PA-28-140, PA-28-150, PA-28-151, PA-28-160, PA-28-161, PA-28-180, PA-28-181, PA-28-201T, PA-28R-201, PA-28-235, PA-28R-201T, PA-28S-160, PA-28S-180, PA-28R-180, PA-28R-200, PA-28RT-201, PA-28RT-201T, PA-32-260, PA-32-301, PA-32-301T, PA-32-300, PA-32R-300, PA-32R-301T, PA-32R-301 (SP), PA-32R-301 (HP), PA-32RT-300, PA-32RT-300T, PA-32S-300, PA-32-301FT, PA-32-301XTC, PA-34-200, PA-34-200T, PA-34-220T, PA-44-180, and PA-44-180T
2013-03-03		MD Helicopters, Inc.	500N, 600N, and MD900 helicopters

**Biweekly 2013-04**

2012-26-16	S 2009-14-13	Pilatus Aircraft Ltd.	PC-12, PC-12/45, PC-12/47, and PC-12/47E
2013-03-01	S 2010-20-18	Pacific Aerospace Limited	FU24-954 and FU24A-954
2013-03-02	S 2012-19-09	Eurocopter France	EC 155B, EC155B1, SA-365N1, AS-365N2 AS 365 N, and AS 365 N3 helicopters
2013-03-04		Sikorsky Aircraft Corporation	269D and Model 269D
2013-03-09		DG Flugzeugbau GmbH	DG-1000T gliders
2013-03-10		Lindstrand Hot Air Balloons Ltd	Appliance: Female ACME threaded hose connectors
2013-03-14		Pratt & Whitney Canada Corp.	PT6C-67C turboshaft engines
2013-03-15		Cessna Aircraft Company	172R and 172S
2013-03-16	S 2011-08-01	Bell Helicopter Textron	204B, 205A, 205A-1, 205B, 210 and 212 helicopters
2013-03-21		Pratt & Whitney Canada Corp.	PW206B, PW206B2, PW206C, PW207C, PW207D, PW207D1, PW207D2, and PW207E turboshaft engines
2013-04-02		Reims Aviation S.A.	F406

**Biweekly 2013-05**

2013-04-06		Eurocopter France	AS332C, AS332L, and AS332L1 helicopters
2013-04-08		Diamond Aircraft Industries GmbH	H-36, HK 36 R, HK 36 TS, and HK 36 TTS
2013-04-09		Costruzioni Aeronautiche Tecnam srl	P2006T
2013-05-01	S 2011-24-08	Turbomeca S.A.	Makila 1A2 turboshaft engines

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

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**Biweekly 2013-06**

2012-26-06	S 97-10-15	Erickson Air-Crane Incorporated	S-64F helicopters
2013-04-06		Eurocopter France	AS332C, AS332L, and AS332L1 helicopters
2013-05-14		Bell Helicopter Textron, Inc.	412 and 412EP helicopters
2013-05-17		Sikorsky Aircraft Corporation	S-61A, D, E, L, N, NM, R, and V helicopters
2013-05-23		Eurocopter France	AS332C, L, and L1 helicopters
2013-06-02		Diamond Aircraft Industries GmbH	DA 42 M-NG and DA 42 NG

**Biweekly 2013-07**

2004-21-08 R1		Cessna Aircraft Company	190, 195 (L-126A,B,C), 195A, and 195B
2008-07-11 R1		Pilatus Aircraft Ltd.	PC-12, PC-12/45, and PC-12/47
2013-03-10		Lindstrand Hot Air Balloons Ltd	Appliance: female ACME threaded hose connectors
2013-05-15		Robinson Helicopter Company	R44 and R44 II helicopters
2013-05-16		MD Helicopters, Inc.	369D, E, F, and FF helicopters
2013-05-21		Eurocopter France	EC130 B4 helicopters
2013-05-22		Agusta S.p.A.	A109, A109A, A109A II, A109C, A109K2, A109E, A109S, and A119 helicopters
2013-06-04		Reims Aviation S.A.	F406
2013-06-07		Eurocopter France	SA-365N1, AS-365N2, and AS 365 N3 helicopters
2013-06-51		See AD	See Ad

**Biweekly 2013-08**

2013-07-01		Diamond Aircraft Industries GmbH	DA 42, DA 42 M-NG, and DA 42 NG
2013-07-05		Eurocopter France	EC130B4 helicopters
2013-07-06		Eurocopter France	AS332C, AS332L, AS332L1, AS332L2, and EC225LP helicopters
2013-07-12		BRP Powertrain GmbH & Co KG Rotax	912 F2; 912 F3, 912 F4, 912 S2; 912 S3, 912 S4, 914 F2; 914 F3; and 914 F4 engines
2013-08-04		Grob-Werke	G115EG
2013-08-06		Bell Helicopter Textron Canada	430 helicopters
2013-08-07		Eurocopter France	AS332C, L, and L1 helicopters

**Biweekly 2013-09**

2004-21-08 R1		Cessna Aircraft Company	190, 195 (L-126A,B,C), 195A, and 195B
2012-25-01		Eurocopter France	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters
2012-25-04		Eurocopter France	AS350B3 helicopters
2013-03-18		Eurocopter Deutschland GmbH	MBB-BK 117 C-2 helicopters
2013-08-05		Cessna Aircraft Company	525
2013-08-17		Eurocopter France	SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1 helicopters
2013-08-19		Eurocopter France	AS350B, BA, B1, B2, B3, C, D, D1, AS355E, F, F1, F2, and N helicopters
2013-08-21		Diamond Aircraft Industries GmbH	DA 40 NG
2013-08-22		Turbomeca S.A.	1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1 turboshaft engines

**Biweekly 2013-10**

2013-04-08 R1		Diamond Aircraft Industries GmbH	HK 36 R, HK 36 TS, and HK 36 TTS powered gliders
2013-08-14	S 2005-12-02	Revo, Incorporated	COLONIAL C-1, COLONIAL C-2, LAKE LA-4, LAKE LA-4A, LAKE LA-4P, and LAKE LA-4-200
2013-09-05		Twin Commander Aircraft LLC	690, 690A, and 690B
2013-09-06		Agusta	A119 and AW119 MKII helicopters
2013-09-09	S 98-22-15	Slingsby Sailplanes Ltd.	Dart T.51, Dart T.51/17, and Dart T.51/17R sailplanes
2013-10-01		Spectrolab Nightsun XP Searchlight	Appliance: See AD
2013-10-51	E	Eurocopter France	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters

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**Biweekly 2013-11**

2013-10-05		Eurocopter Deutschland GmbH	MBB-BK 117 C-2 helicopters
2013-11-02		Aircraft Industries a.s.	L-420
2013-11-09	S 2001-08-14R1	Turbomeca S.A.	Arrius 2B1 and 2F turboshaft engines

**Biweekly 2013-12**

2013-10-04	S 82-16-05 R1	Piper Aircraft, Inc.	PA-31, PA-31-325, and PA-31-350
2013-11-01		Iniziativa Industriali Italiane S.p.A.	Sky Arrow 650 TC, Sky Arrow 650 TCN, Sky Arrow 650TCS, and Sky Arrow 650TCNS
2013-11-05		Bell	214B, 214B-1, and 214ST helicopters
2013-11-13		Rolls-Royce plc	Viper Mk. 601-22 turbojet engines

**Biweekly 2013-13**

2013-06-51		Goodrich	Appliance: See AD
2013-11-08	S 2011-01-14	Pilatus Aircraft Ltd.	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
2013-11-10		Cessna Aircraft Company	LC40-550FG, LC41-550FG, and LC42-550FG
2013-11-11	S 2000-04-01	Cessna Aircraft Company	172R, 172S, 182S, 182T, T182T, 206H and T206H
2013-11-15		Eurocopter Deutschland GmbH	BO-105A, BO-105C, BO-105S, BO-105LS A-1, BO 105 LS A-3, EC135 P1, EC135 P2, EC135 P2+, EC135 T1, EC135 T2, EC135 T2+, MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2, and MBB-BK117 C-1, MBB-BK117 C-2 helicopters
2013-12-04		Eurocopter France	EC 155B, EC155B1, SA-366G1, SA-365N, SA-365N1, AS-365N2, and AS 365 N3 helicopters
2013-12-07		Bell Helicopter Textron Canada	407 helicopters
2013-13-02		B-N Group Ltd.	BN-2, BN-2A, BN2A MK. III, BN2A MK. III-2, BN2A MK. III-3, BN-2A-2, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN-2T, and BN-2T-4R

**Biweekly 2013-14**

2012-23-13	COR	Sikorsky Aircraft Corporation	S-70, S-70A, and S-70C helicopters
2013-12-06		Eurocopter Deutschland	MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, and MBB-BK 117 C-2 helicopters
2013-13-01		Piper Aircraft, Inc.	PA-46-310P (Malibu), PA-46-350P (Mirage), PA-46R-350T (Matrix), and PA-46-500TP (Meridian)
2013-13-10		Pilatus Aircraft Ltd.	PC-7
2013-13-14		See AD	See AD

**Biweekly 2013-15**

2013-10-51		Eurocopter France	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters
2013-12-05		Eurocopter Deutschland GmbH	MBB-BK 117 C-2 helicopters
2013-14-01		Pilatus Aircraft Ltd.	PC-6/B2-H4
2013-14-08		Austro Engine GmbH	E4 engines
2013-15-03		Eurocopter France	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D and AS350D1 helicopters
2013-15-04		Hartzell Propeller, Inc.	HC-(1,D)2(X,V,MV)20-7, HC-(1,D)2(X,V,MV)20-8, and HC-(1,D)3(X,V,MV)20-8 propellers

**Biweekly 2013-16**

2013-13-06		See AD	See AD
2013-15-02	S 2008-10-03	Bell Helicopter Textron	205A, 205A-1, 205B, 210, 212, 412, 412CF, and 412EP helicopters
2013-16-06		Eurocopter Deutschland GmbH	BO-105A, BO-105C, BO-105LS A-1, BO-105LS A-3, and BO-105S helicopters

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**Biweekly 2013-17**

2011-22-05	COR, S 2003-22-06	EUROCOPTER FRANCE	AS350B, B1, B2, B3, BA, C, D, D1, AS355E, F, F1, F2, N, and NP helicopters
2012-11-02	COR, S 2008-22-51	Eurocopter Deutschland GmbH	EC135 helicopters
2012-25-04	COR, S 2012-21-51	Eurocopter France	AS350B3 helicopters
2013-15-19	S 2013-07-12	BRP Powertrain GmbH & Co KG Rotax	Rotax 912F, Rotax 912S, Rotax 914F, Rotax 912F, 912S, and 914F engines
2013-16-01		Beechcraft Corporation and Hawker Beechcraft Corporation	See AD
2013-16-04		Eclipse Aerospace, Inc.	EA500
2013-16-07		Eurocopter France	AS332C, AS332L, AS332L1, AS332L2, and EC225LP helicopters
2013-16-10		Hamilton Standard Division and Hamilton Sundstrand Corporation	See AD
2013-16-13		Eurocopter Deutschland GmbH	O-105A, BO-105C, BO-105S, BO-105LS A-1, BO-105LS A-3, MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK117 B-1, MBB-BK 117 B-2, and MBB-BK 117 C-1 helicopters
2013-16-16		Agusta S.p.A. and Bell Helicopter Textron Helicopters	See AD
2013-16-19		Eurocopter France	EC120B and EC130B4 helicopters
2013-16-20		Eurocopter Deutschland GmbH	MBB-BK 117 C-2 helicopters
99-07-10 R1		PIAGGIO AERO INDUSTRIES S.p.A	P-180

**Biweekly 2013-18**

2013-10-04	COR	Piper Aircraft, Inc.	PA-31, PA-31-325, and PA-31-350 airplanes
2013-16-05	S 64-07-05	Alexander Schleicher	AS -K13, Ka2B, Ka 6, Ka 6 B, Ka 6 BR, Ka 6 C, Ka 6 CR, K7, K8, and K 8 B sailplanes
2013-16-14		Eurocopter Deutschland	EC135 P1, P2, P2+, T1, T2, and T2+ helicopters
2013-17-01		Eurocopter France	AS350B, AS350BA, AS350B1, AS350B2, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, and AS355F2; AS350B3; AS355N and AS355NP helicopters
2013-17-04		Various Aircraft	Equipped with a Rotax Aircraft Engines 912 A series engine (See AD)
2013-18-03		Bell Helicopter Textron Canada	206A and 206B; 206L helicopters

**Biweekly 2013-19**

2013-13-01	COR	Piper Aircraft, Inc.	PA-46-310P (Malibu), PA-46-350P (Mirage), PA-46R-350T (Matrix), PA-46-500TP (Meridian)
2013-16-03		Eurocopter France	AS350C, D, D1, B, BA, B1, B2, and B3; and AS355E, F, F1, F2, N, and NP helicopters
2013-18-01		Eurocopter France	C 155B, EC155B1, SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1 helicopters
2013-18-04		Piaggio Aero Industries S.p.A	P-180
2013-18-05		Eurocopter Deutschland GmbH	EC135P1, EC135P2, EC135P2+, EC135T1, EC135T2, and EC135T2+ helicopters
2013-18-06		Bell Helicopter Textron Canada Limited	206A, 206B, 206L, 206L-1, 206L-3, 206L-4, 222, 222B, 222U, 230, 407, 427, and 430 helicopters
2013-18-07	S 76-12-07	Bell Helicopter Textron	204B and 205A-1 helicopters
2013-19-01		AgustaWestland S.p.A.	A119 and AW119 MKII helicopters

**Biweekly 2013-20**

2013-15-01		AgustaWestland S.p.A.	AB139 and AW139 helicopters
2013-19-05		Bell Helicopter Textron, Inc.	214B, 214B-1, and 214ST helicopters
2013-19-06		Robinson Helicopter Company	R22, R22 Alpha, R22 Beta, and R22 Mariner helicopters
2013-19-07		Eurocopter France	SA-365N, SA-365N1, AS-365N2, AS 365 N3, EC 155B, EC155B1, AS332C, AS332L, AS332L1, AS332L2, and EC225LP helicopters
2013-19-16		Sikorsky Aircraft Corporation	S-92A helicopters
2013-19-19		Eurocopter France	AS332C, AS332L, AS332L1, AS332L2, and EC225LP helicopters

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2013-20-51

AgustaWestland S.p.A

A109A, A109A II, A109C, A109E, A109K2, A109S,  
AW109SP, A119, and AW119 MKII helicopters



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**2013-15-01 AGUSTAWESTLAND S.p.A.:** Amendment 39-17517; Docket No. FAA-2013-0640; Directorate Identifier 2013-SW-016-AD.

**(a) Applicability**

This AD applies to Model AB139 and AW139 helicopters with a Full Icing Protection System (FIPS) installed, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as improper insulation of an electrical cable resulting in failure of the FIPS Auto Transformer Rectifier Unit to contain the internal circuit overload. This condition could result in a fire, structural damage, and subsequent loss of control of the helicopter.

**(c) Effective Date**

This AD becomes effective October 16, 2013.

**(d) Compliance**

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

**(e) Required Actions**

Before further flight, deactivate the FIPS, and install a placard with 6 millimeter red letters on a white background next to the FIPS controller that states the following:  
"FLIGHT INTO KNOWN ICING IS PROHIBITED."

**(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: Andy Shaw, Aviation Safety Engineer, Safety Management Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email [andy.shaw@faa.gov](mailto:andy.shaw@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 Bollettino Tecnico (BT) No. 139-324, Revision A, dated June 4, 2013, and AgustaWestland BT No. 139-330, dated June 4, 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, 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-bullettins>. You may review a copy of the service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(2) The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2013-0124, dated June 5, 2013. You may view the EASA AD on the Internet at <http://www.regulations.gov> in Docket No. FAA-2013-0640.

**(i) Subject**

Joint Aircraft Service Component (JASC) Code: 3060 Ice Protection.

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

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



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**2013-19-05 Bell Helicopter Textron, Inc., Helicopters:** Amendment 39-17587; Docket No. FAA-2008-0288; Directorate Identifier 2006-SW-25-AD.

**(a) Applicability**

This AD applies to Bell Helicopter Textron, Inc. (Bell), Model 214B, 214B-1, and 214ST helicopters, with pylon support spindle assembly (spindle), part number (P/N) 214-030-606-005 or -103, installed, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as fatigue cracking of a spindle. This condition could result in failure of the spindle and subsequent loss of control of the helicopter.

**(c) Effective Date**

This AD becomes effective November 5, 2013.

**(d) Compliance**

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

**(e) Required Actions**

(1) Within 50 hours time-in-service (TIS):

(i) Create a component history card or equivalent record for each spindle, P/N 214-030-606-005 and 214-030-606-103, recording the spindle's P/N and serial number.

(ii) Review the helicopter records to determine the hours TIS of each spindle, if the hours TIS are not already recorded for your model helicopter. For each month for which the hours TIS is unknown, record 75 hours TIS.

(iii) Determine the total accumulated retirement index number (RIN) for each spindle. For the purpose of this AD, count 1 RIN for each takeoff and 2 RIN for each external load lift in which the helicopter achieves a vertical altitude difference of greater than 200 feet indicated altitude between the pick-up and drop-off point. For any time period for which the accumulated RIN cannot be determined while the spindle was installed on a helicopter, multiply the hours TIS by 30 to calculate the spindle's accumulated RIN.

(iv) Record the hours TIS and total accumulated RIN for each spindle on the component history card or equivalent record.

(2) Revise the Airworthiness Limitations section of the applicable maintenance manual or Instructions for Continued Airworthiness as follows:

(i) By establishing a new retirement life for the spindle, P/N 214-030-606-005, of 1,250 hours TIS or a total accumulated RIN of 20,000, whichever occurs first.

(ii) By reducing the retirement life for the spindle, P/N 214-030-606-103, from 5,000 hours TIS to 2,500 hours TIS or a total accumulated RIN of 50,000, whichever occurs first.

(3) Replace any spindle, P/N 214-030-606-005, that has been in service for 1,250 or more hours TIS, or a total accumulated RIN of 20,000 or more, whichever occurs first.

(4) Replace any spindle, P/N 214-030-606-103, that has been in service for 2,500 or more hours TIS, or a total accumulated RIN of 50,000 or more, whichever occurs first.

(5) Continue to count and record the accumulated RIN count and hours TIS for each spindle on its component history card or equivalent record.

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

(1) The Manager, Rotorcraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Martin Crane, Aviation Safety Engineer, Rotorcraft Certification Office, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5056; email 7-AVS-ASW-170@faa.gov.

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

**(g) Additional Information**

Bell Alert Service Bulletin (ASB) No. 214-08-70, Revision C, dated April 14, 2009; Bell ASB No. 214ST-08-86, Revision B, dated April 14, 2009; and Bell Information Letter 214ST-12-23, dated January 30, 2012, which are not incorporated by reference, contain additional information about the subject of this AD. For service information identified in this AD, contact Bell Helicopter Textron, Inc., P.O. Box 482, Fort Worth, Texas 76101; telephone (817) 280-3391; fax (817) 280-6466; or at <http://www.bellcustomer.com/files/>. You may review a copy of this service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

**(h) Subject**

Joint Aircraft Service Component (JASC) Code: 6330, Transmission Mount.

Issued in Fort Worth, Texas, on September 13, 2013.

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



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**2013-19-06 Robinson Helicopter Company (Robinson):** Amendment 39-17588; Docket No. FAA-2013-0380; Directorate Identifier 2012-SW-067-AD.

**(a) Applicability**

This AD applies to Model R22, R22 Alpha, R22 Beta, and R22 Mariner helicopters, serial number 0002 through 4271, with a fuel shut-off valve part-number (P/N) A670-1 revision A through H installed, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as inadvertent closing of the fuel shut-off valve, which could result in loss of fuel to the engine and loss of engine power from which a safe landing may not be possible.

**(c) Effective Date**

This AD becomes effective November 5, 2013.

**(d) Compliance**

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

**(e) Required Actions**

- (1) Within 3 years, remove the fuel shut-off valve and replace with an airworthy fuel shut-off valve that has a P/N other than a P/N listed in paragraph (a) this AD.
- (2) Do not install a fuel shut-off valve, P/N A670-1 revision A through H, on any helicopter.

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

(1) The Manager, Los Angeles Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Danny Nguyen, Aerospace Engineer, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, FAA, 3960 Paramount Blvd., Lakewood, California 90712; telephone (562) 627-5247; email [danny.nguyen@faa.gov](mailto:danny.nguyen@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**

Robinson R22 Service Bulletin SB-105, dated September 7, 2011, which is not incorporated by reference, contains additional information about the subject of this AD. For service information

identified in this AD, contact Robinson Helicopter Company, 2901 Airport Drive, Torrance, CA 90505; telephone (310) 539-0508; fax (310) 539-5198; or at <http://www.robinsonheli.com/servletlib.htm>. You may review a copy of information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

**(h) Subject**

Joint Aircraft Service Component (JASC) Code: 2823: Fuel Selector/Shut-Off Valve.

Issued in Fort Worth, Texas, on September 13, 2013.

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



**2013-19-07 Eurocopter France (Eurocopter):** Amendment 39-17589; Docket No. FAA-2013-0480; Directorate Identifier 2012-SW-090-AD.

**(a) Applicability**

This AD applies to Eurocopter Model SA-365N, SA-365N1, AS-365N2, AS 365 N3, EC 155B, EC155B1, AS332C, AS332L, AS332L1, AS332L2, and EC225LP helicopters with an EADS Sogerma pilot or co-pilot seat, part number (P/N) 2510106-03-00 or P/N 2510106-06-00, with a serial number 720 through 1451, installed, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as a missing weld on a seat rear beam, which could result in failure of the seat and injury to the pilot during a hard landing.

**(c) Effective Date**

This AD becomes effective November 6, 2013.

**(d) Compliance**

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

**(e) Required Actions**

(1) Within 50 hours time-in-service, using a mirror, inspect the rear beam of each seat for weld beads in the areas depicted in the Appendix, Figure 1, of Eurocopter Alert Service Bulletin (ASB) No. AS365-25.01.18 for model SA-365N, SA-365N1, AS-365N2, and AS 365 N3 helicopters; ASB No. EC155-25A114 for model EC155 B and EC155B1 helicopters; ASB No. AS332-25.02.49 for model AS332C, AS332L, AS332L1, and AS332 L2 helicopters; and ASB No. EC225-25A110 for model EC225LP helicopters. All ASBs are Revision 1 and dated August 9, 2012.

(2) If any weld bead is missing from the rear beam, before further flight, remove the seat and replace it with an airworthy seat.

(3) Do not install a seat listed in paragraph (a) of this AD on any helicopter unless it has been inspected as required by 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: 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](mailto: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 European Aviation Safety Agency (EASA) AD No. 2012-0206, dated October 2, 2012. You may view the EASA AD on the internet in the AD Docket at <http://www.regulations.gov>.

**(h) Subject**

Joint Aircraft Service Component (JASC) Code: 2510: Flight Compartment Equipment.

**(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 ASB No. AS365-25.01.18, Revision 1, dated August 9, 2012.

(ii) Eurocopter ASB No. AS332-25.02.49 Revision 1, dated August 9, 2012.

(iii) Eurocopter ASB No. EC155-25A114, Revision 1, dated August 9, 2012.

(iv) Eurocopter ASB No. EC225-25A110 Revision 1, dated August 9, 2012.

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

(4) You may view this service information 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 also 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 September 13, 2013.

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



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**2013-19-16 Sikorsky Aircraft Corporation Helicopters:** Amendment 39-17598; Docket No. FAA-2013-0352; Directorate Identifier 2012-SW-063-AD.

**(a) Applicability**

This AD applies to Sikorsky Aircraft Corporation (Sikorsky) Model S-92A helicopters, serial numbers 920006 through 920169, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as failure of the No. 1 engine forward firewall center fire extinguisher discharge tube to discharge an extinguishing agent for complete coverage of the No. 1 engine compartment area. This condition could result in a fire not being extinguished and subsequent loss of helicopter control.

**(c) Effective Date**

This AD becomes effective November 6, 2013.

**(d) Compliance**

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

**(e) Required Actions**

Within 120 days:

(1) Modify the No. 1 engine forward firewall center discharge tube in accordance with the Accomplishment Instructions, Paragraph B, of Sikorsky Alert Service Bulletin 92-26-004, dated June 4, 2012 (ASB).

(2) Inspect the outboard discharge tube and determine if it is correctly positioned as depicted in Figure 3 of the ASB. If it is not correctly positioned, correct the positioning in accordance with the Accomplishment Instructions, Paragraph D, of the ASB.

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

(1) The Manager, Boston Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Michael Schwetz, Aviation Safety Engineer, Boston Aircraft Certification Office, Engine & Propeller Directorate, FAA, 12 New England Executive Park, Burlington, Massachusetts 01803; telephone (781) 238-7761; email [michael.schwetz@faa.gov](mailto:michael.schwetz@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) Subject**

Joint Aircraft Service Component (JASC) Code: 2620, Extinguishing System.

**(h) 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) Sikorsky Alert Service Bulletin 92-26-004, dated June 4, 2012.

(ii) Reserved.

(3) For Sikorsky service information identified in this AD, contact Sikorsky Aircraft Corporation, Attn: Manager, Commercial Technical Support, mailstop s581a, 6900 Main Street, Stratford, CT 06614; telephone (800) 562-4409; email [tsslibrary@sikorsky.com](mailto:tsslibrary@sikorsky.com); or at <http://www.sikorsky.com>.

(4) You may view this service information at FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. For information on the availability of this material at the FAA, call (817) 222-5110.

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

Issued in Fort Worth, Texas, on September 17, 2013.

Gwendolynne O'Connell,  
Acting Directorate Manager, Rotorcraft Directorate,  
Aircraft Certification Service.



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**2013-19-19 Eurocopter France:** Amendment 39-17601; Docket No. FAA-2013-0807; Directorate Identifier 2013-SW-035-AD.

**(a) Applicability**

This AD applies to Eurocopter Model AS332C, AS332L, AS332L1, AS332L2, and EC225LP helicopters, with main gearbox (MGB) bevel gear vertical shaft (shaft), part number (P/N) 332A32-5101-00, 332A32-5101-05, 332A32-5101-10, or 332A32-5101-15, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as a cracked shaft resulting in loss of MGB oil pressure. These actions are intended to prevent loss of the MGB lubrication system and subsequent loss of control of the helicopter.

**(c) Effective Date**

This AD becomes effective October 16, 2013.

**(d) Compliance**

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

**(e) Required Actions**

(1) Before further flight, remove shaft, P/N 332A32-5101-00, 332A32-5101-05, 332A32-5101-10, or 332A32-5101-15, with S/N M330 through M340 (inclusive) and S/N M370 through M5000 (inclusive) from service, which are no longer considered airworthy.

(2) For Model AS332C, AS332L, AS332L1, and AS332L2 helicopters, before further flight and thereafter at intervals not to exceed 10 hours time-in-service (TIS), eddy current inspect the shaft for a crack in the area of the weld, which must be done by a Level II or Level III inspector certified in the eddy current fault detection method in the Aeronautics Sector according to the EN4179 or NAS410 standard.

(3) For Model EC225LP, either do paragraphs (3)(i) and (3)(ii) or do paragraph (3)(iii).

(i) Before further flight, install a placard in full view of the pilot with the following statement in red, 6 millimeter letters on a white background: "MAXIMUM CONTINUOUS TORQUE LIMITED TO 70% DURING LEVEL FLIGHTS AT IAS EQUAL TO OR MORE THAN 60 KTS," and

(ii) Before further flight and thereafter at intervals not to exceed 11.5 hours TIS, remove the main jet and emergency spraying jet, and ultrasonic inspect the shaft in the weld area for a crack, which must be done by a Level II or Level III inspector certified in the eddy current fault detection method in the Aeronautics Sector according to the EN4179 or NAS410 standard, or

(iii) Before further flight, and thereafter at intervals not to exceed 8 hours TIS, remove the main jet and emergency spraying jet, and ultrasonic inspect the shaft for a crack in the area of the weld,

which must be done by a Level II or Level III operator certified in the ultrasonic fault detection method in the Aeronautics Sector according to the EN4179 or NAS410 standard.

(4) If there is a crack, before further flight, replace the shaft with an airworthy part.

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

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to Rao Edupuganti, Aviation Safety Engineer, Regulations and Policy Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email rao.edupuganti@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 Alert Service Bulletin (ASB) No. AS332-01.00.82 and ASB No. EC225-04A009, both Revision 3, both dated July 8, 2013, which are not incorporated by reference, contain additional information about the subject of this AD. For service information identified in this AD, contact American Eurocopter Corporation, 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at <http://www.eurocopter.com/techpub>. You may review a copy of the service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(2) The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2013-0138R1, dated July 15, 2013. You may view the EASA AD at <http://www.regulations.gov> by searching for and locating it in the Docket for this AD.

**(h) Subject**

Joint Aircraft Service Component (JASC) Code: 6320 Main rotor gearbox.

Issued in Fort Worth, Texas, on September 9, 2013.

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



**DATE: October 3, 2013**

**AD #: 2013-20-51**

This emergency airworthiness directive (EAD) 2013-20-51 is being sent to owners and operators of Agusta S.p.A. (Type certificate currently held by AgustaWestland S.p.A) (Agusta) Model A109A, A109A II, A109C, A109E, A109K2, A109S, AW109SP, A119, and AW119 MKII helicopters.

### **Background**

This EAD was prompted by two incidents of cracking on the nuts that connect the flexible disc coupling (Thomas coupling) with the splined adapter on the tail rotor driveshaft. This EAD requires, before further flight, inspecting certain Thomas coupling nuts on the tail rotor drive shaft line for a crack and replacing all the nuts if any nut is cracked. Also this EAD requires replacing all affected Thomas coupling nuts within 10 hours time-in-service (TIS) or 30 days, whichever occurs first. These EAD actions are intended to prevent failure of the Thomas coupling, failure of the tail drive shaft, and subsequent loss of control of the helicopter.

### **Discussion**

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EAD 2013-0225-E, effective September 21, 2013, to correct an unsafe condition for the Agusta Model A109A, A109AII, A109C, A109E, A109K2, A109LUH, A109S, AW109SP, A119, and AW119MKII helicopters. EASA advises that occurrences were reported of two in-service Model AW109SP helicopters where, during scheduled inspection of the tail rotor drive shaft line, a nut, part number (P/N) MS21042L4, that connects the Thomas coupling with the splined adapter was found cracked. Subsequent investigation identified that the cracks are the result hydrogen embrittlement resulting from a production deficiency at the Thomas coupling nut supplier.

### **FAA's Determination**

These helicopters have been approved by the aviation authority of Italy and are approved for operation in the United States. Pursuant to our bilateral agreement with Italy, EASA, its technical representative, has notified us of the unsafe condition described in their AD. We are issuing this EAD because we evaluated all information provided by EASA and determined the unsafe condition exists and is likely to exist or develop on other helicopters of these same type designs.

### **Related Service Information**

Agusta has issued the following service information:

- Alert Bollettino Tecnico (ABT) No. 109K-58 for all Model A109K2 helicopters;
- ABT No. 109-136, for all Model A109A, A109A II, and A109C helicopters;

- ABT No. 109EP-130, for Model A109E helicopters up to and including serial number (S/N) 11832, except S/N 11796, from 11808 to 11810, and from 11812 to 11829;
- ABT No. 109L-066 for all Model A109LUH helicopters;
- ABT No. 109S-055, for all Model A109S helicopters;
- ABT No. 109SP-069, for Model AW109SP helicopters up to including S/N 22316, except S/N 22284, 22286, 22307, and 22308; and
- ABT No. 119-061 for Model A119 and AW119 MKII helicopters up to and including S/N 14811, except S/N 14805 and 14807.

All the ABTs are dated September 20, 2013 and specify a one-time inspection of the Thomas coupling nuts, P/N MS21042L4. If any nut is cracked, the ABTs specify replacing all nuts with nuts, P/N NAS1805-4.

### **EAD Requirements**

This EAD requires, before further flight, visually inspecting each Thomas coupling nut, P/N MS2104L4, along the tail rotor drive shaft line for a crack. If any nut is cracked, replacing all the nuts with nuts, P/N NAS1805-4, is required before further flight. Replacing all nuts, P/N MS21042L4, with nuts, P/N NAS1805-4, is required within 10 hours TIS or 30 days, whichever occurs first. Finally, after the effective date of this EAD, installing a Thomas coupling nut, P/N MS21042L4, on any tail rotor drive shaft line is prohibited.

### **Differences between this EAD and the EASA AD**

This EAD differs from the EASA AD in that we include all model helicopters rather than limiting the applicability to specific serial-numbered helicopters and we do not include Model A109LUH helicopters as they do not have a U.S. type certificate.

### **Authority for this Rulemaking**

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

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

### **Adoption of the Emergency Airworthiness Directive (EAD)**

We are issuing this EAD under 49 U.S.C. Sections 106(g), 40113, and 44701 according to the authority delegated to me by the Administrator.

2013-20-51 AGUSTA S.p.A.: Directorate Identifier 2013-SW-056-AD.

**(a) Applicability**

This EAD applies to the following Agusta S.p.A. (Type certificate currently held by AgustaWestland S.p.A) (Agusta) helicopters, with a tail rotor drive shaft flexible disc coupling (Thomas coupling) nut, part number (P/N) MS21042L4, certificated in any category:

- (i) Model A109A, A109A II, A109C, A109E, A109S, A109K2, AW109SP helicopters; and
- (ii) Model A119 and AW119 MKII helicopters.

**(b) Unsafe Condition**

This EAD defines the unsafe condition as a production deficiency in a certain Thomas coupling nut. This condition could result in failure of the Thomas coupling, failure of the tail drive shaft, and subsequent loss of control of the helicopter.

**(c) Effective Date**

This EAD is effective upon receipt.

**(d) Compliance**

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

**(e) Required Actions**

(1) Before further flight, using a borescope or light source and mirror, inspect each Thomas coupling nut for a crack. If any Thomas coupling nut is cracked, before further flight, replace all the Thomas coupling nuts with nuts, P/N NAS1805-4, torqueing each nut to 5.6 – 7.9 Nm.

(2) Within 10 hours time-in-service or 30 days, whichever occurs first, replace each Thomas coupling nut, P/N MS21042L4, with a nut, P/N NAS1805-4, torqueing each nut to 5.6 – 7.9 Nm.

(3) After the effective date of this EAD, do not install a nut, P/N MS21042L4, on any Thomas coupling.

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

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this EAD. Send your proposal to Gary Roach, Aviation Safety Engineer, Regulations and Policy Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, TX 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 EAD through an AMOC.

**(g) Additional Information**

(1) For further information contact: Gary Roach, Aviation Safety Engineer, Regulations and Policy Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd, Fort Worth, TX 76137; telephone: (817) 222-5110; email gary.b.roach@faa.gov.

(2) For a copy of the service information referenced in this AD, contact: Agusta Westland, 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>.

(3) The subject of this AD is addressed in European Aviation Safety Agency Emergency Airworthiness Directive 2013-0225-E, effective September 21, 2013.

**(h) Subject**

Joint Aircraft Service Component (JASC): 6400 Tail rotor system.

Issued in Fort Worth, Texas, on October 3, 2013.

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