

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

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

BIWEEKLY 2016-05

2/22/2016 - 3/6/2016



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 2016-01

2015-26-04	S 2002-13-11	Airbus Helicopters	EC120B helicopters
2015-26-08		Piper Aircraft, Inc.	PA-44-180, PA-44-180T airplanes
2015-26-10		Sikorsky Aircraft Corporation	S-76A, S-76B, and S-76C helicopters

Biweekly 2016-02

2015-12-09 R1	R 2015-12-09	Airbus Helicopters Deutschland GmbH	EC135P1, EC135T1, EC135P2, EC135T2, EC135P2+, EC135T2+, and MBB-BK 117 C-2
2016-01-01		Piper Aircraft, Inc.	PA-46-500TP
2016-01-06		Agusta S.p.A.	AB139 and AW139
2016-01-14		Airbus Helicopters Deutschland GmbH	MBB-BK 117 A-1, A-3, A-4, B-1, B-2, C-1, and C-2
2016-01-15		Agusta S.p.A.	AB139 and AW139
2016-01-19		MD Helicopters Inc.	500N and 600N

Biweekly 2016-03

2015-22-51		Agusta S.p.A.	A109A and A109AII helicopters
2016-02-06		Bell Helicopter Textron Canada Limited	429 helicopters

Biweekly 2016-04

2016-03-02		Turbomeca S.A.	ARRIEL 2C, 2C1, 2C2, 2S1, and 2S2 turboshaft engines
2016-03-05	S 2014-13-01	Airbus Helicopters Deutschland GmbH	MBB-BK 117 C-2 and MBB-BK 117 D-2 helicopters
2016-04-05	S 2014-03-18	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, BN2A MK. III, BN2A MK. III-2, and BN2A MK. III-3 airplanes

Biweekly 2016-05

2016-04-04		M7 Aerospace LLC	SA26-AT, SA226-T(B), SA226-AT, SA226-T, SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), and SA227-TT
2016-04-14		Turbomeca S.A.	Arriel IE2
2016-04-15		MD Helicopters Inc.	369A, 369D, 369E, 369FF, 369HE, 369HM, 369HS, 500N, and 600N
2016-05-06	S 2014-07-52	Airbus Helicopters	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP



2016-04-04 M7 Aerospace LLC: Amendment 39-18398; Docket No. FAA-2015-3607; Directorate Identifier 2015-CE-010-AD.

(a) Effective Date

This AD is effective April 8, 2016.

(b) Affected ADs

None.

(c) Applicability

This AD applies to M7 Aerospace LLC Models SA26-AT, SA226-T(B), SA226-AT, SA226-T, SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), and SA227-TT airplanes, all serial numbers, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 01, Operations Information.

(e) Unsafe Condition

This AD was prompted by information that a pilot's sole reliance on the negative torque system (NTS) for reducing drag in the event of engine power loss may result in the pilot's failure to initiate the Engine Failure Inflight checklist and feather the propellers in time. This could lead the pilot to not fully feather the propeller with consequent loss of control. We are issuing this AD to add information to the airplane flight manual (AFM) and/or Pilot's Operating Handbook (POH) that reliance on the NTS to reduce drag during an engine failure could lead the pilot to not fully feather the propeller with consequent loss of control.

(f) Compliance

Unless already done, within the next 30 days after April 8, 2016 (the effective date of this AD), do the actions in paragraph (g) of this AD, as applicable, including all subparagraphs.

(g) Actions

Incorporate the applicable M7 Aerospace LLC AFM revisions as listed in paragraphs (g)(1) through (g)(12) of this AD:

(1) For Model SA26-AT Dash One airplanes: Insert section III, pages III-1 through III-6, revised May 14, 2015; and pages III-7 through III-8, FAA Approved May 14, 2015; into the Merlin Model SA-26AT Dash One AFM, Revision.

(2) For Model SA26-AT Dash Two airplanes: Insert section III, pages III-1 through III-6, revised May 14, 2015; and pages III-7 through III-8, FAA Approved May 14, 2015; into the Merlin Model SA-26AT Dash Two AFM, Revision.

(3) For Model SA226-T airplanes: Insert section III, pages III-2 through III-25, revised November 14, 2014, and page III-26, FAA approved November 14, 2014, into the Swearingen Merlin SA226-T AFM, Reissue A, dated June 28, 1976.

(4) For Model SA226-AT airplanes: Insert section III, pages III-2 through III-24, revised November 14, 2014, and pages III-25 through III-30, FAA approved November 14, 2014, into the Merlin SA226-AT AFM, Reissue B, dated May 6, 1977.

(5) For Model SA226-T(B) airplanes: Insert section 3, pages 3-2, through page 3-20, revised November 14, 2014; and pages 3-21 through 3-24, issued November 14, 2014; into the Merlin IIB SA226-T(B) AFM, Reissue B, dated November 2, 1979.

(6) For Model SA226-TC airplanes: Insert section III, pages III-2 through page III-24, revised November 14, 2014; and pages III-25 through III-32, FAA Approved November 14, 2014; into the Swearingen Metro SA226-TC AFM, Reissue A, dated December 1, 1976.

(7) For Model SA227-AT airplanes:

(i) Model 4AT: Insert section 3, pages 3-4 through 3-30, revised November 14, 2014; and pages 3-31 through 3-34, FAA Approved November 14, 2014; into the Model SA227-AT (4AT) Merlin IVC POH/AFM, Reissue A, dated November 30, 1988;

(ii) Model 6AT: Insert section 3, pages 3-4 through 3-30, revised November 14, 2014; and pages 3-31 through 3-36, FAA Approved November 14, 2014 into the SA227-AT (6AT) Merlin IVC POH/AFM, dated May 13, 1987.

(iii) Model 7AT: Insert section 3, pages 3-4 through 3-30, revised December 9, 2014, and pages 3-31 through 3-34, FAA Approved December 9, 2014, into the SA227-AT (7AT) Merlin IVC POH/AFM, Reissue B, dated November 30, 1988.

(iv) Model 8AT: Insert section 3, pages 3-4 through 3-30, revised December 9, 2014; and pages 3-31 through 3-34, FAA Approved December 9, 2014; into the SA227-AT (8AT) Merlin IVC POH/AFM, dated May 13, 1987.

(8) For Model SA227-TT Fairchild 300 airplanes: Insert section 3, pages 3-3 through 3-30, revised December 9, 2014; and pages 3-31 through 3-34, FAA Approved December 9, 2014; into the SA227-TT Fairchild 300 POH/AFM, Reissue A, dated August 7, 1981.

(9) For Model SA227-TT Fairchild 312 airplanes: Insert section 3, page 3-3 and pages 3-5 through 3-30, revised December 9, 2014; and pages 3-31 through 3-32, FAA Approved December 9, 2014; into the Model SA227-TT Fairchild 300 (312) 12,500 LBS POH/AFM, dated October 4, 1981.

(10) For Model SA227-TT Fairchild Merlin IIIC airplanes: Insert section 3, pages 3-3 through 3-24, revised December 9, 2014, and pages 3-25 through 3-32, issued December 9, 2014; into the SA227-TT Merlin IIIC POH/AFM, Reissue A, dated August 7, 1981.

(11) For Model SA227-AC (C-26A) airplanes:

(i) Model 4AC: Insert section 3, pages 3-3 through 3-30, revised November 14, 2014; into the Fairchild Aircraft Model SA227-AC Metro III AFM, Reissue B, dated November 7, 1990.

(ii) Model 4MC: Insert section 3, pages 3-4 through 3-30, revised November 14, 2014; and pages 3-31 through 3-36, FAA Approved November 14, 2014, into the Fairchild Aircraft Model SA227-AC Metro III AFM, Reissue A, dated May 22, 1989.

(iii) Model 7AC: Insert section 3, pages 3-3 through 3-30, revised December 9, 2014; and pages 3-31 through 3-34, FAA Approved December 9, 2014, into the Fairchild Aircraft Model SA227-AC Metro III AFM, Reissue B, dated April 2, 1986.

(iv) Model 7MC: Insert section 3, pages 3-4 through 3-30, revised December 9, 2014; and pages 3-31 through 3-34, FAA Approved December 9, 2014, into the Fairchild Aircraft Model SA227-AC Metro III AFM, Reissue A, dated May 22, 1989.

(v) Model 8AC: Insert section 3, pages 3-4 through 3-30, revised December 9, 2014; and pages 3-31 through 3-34, FAA Approved December 9, 2014, into the Fairchild Aircraft Model SA227-AC Metro III AFM, Reissue A, dated May 22, 1989.

(vi) Model 6AC: Insert section 3, pages 3-4 through 3-20, revised November 14, 2014; into the Fairchild Aircraft Model SA227-AC Metro III AFM, Reissue A, dated May 22, 1989.

(12) For Model SA227-BC (6BC) airplanes: Insert section 3, pages 3-4 through 3-30, revised December 9, 2014; and pages 3-31 through 3-36, FAA Approved December 9, 2014, into the Fairchild Aircraft Model SA227-BC AFM, dated September 25, 1989.

(13) For Model SA227-DC (C-26B) airplanes:

(i) Model (6DC): Insert section 3, pages 3-3 through 3-26, revised December 9, 2014; and pages 3-27 through 3-32, FAA Approved December 9, 2014, into the Fairchild Aircraft Model SA227-DC AFM, dated August 23, 1991.

(ii) Model (8DC): Insert section 3, pages 3-3 through 3-31, revised December 9, 2014; and pages 3-32 through 3-34, FAA Approved December 9, 2014; into the Fairchild Aircraft Model SA227-DC AFM.

(14) For Model SA227-CC (6CC) airplanes: Insert section 3, pages 3-3 through 3-24, revised December 9, 2014; and pages 3-25 through 3-30, FAA Approved December 9, 2014; into the Fairchild Aircraft Model SA227-CC AFM, dated December 11, 1992.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Fort Worth Aircraft Certification Office, 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 paragraph (i)(1) 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.

(i) Related Information

For more information about this AD, contact Michael Heusser, Aerospace Engineer, FAA, Fort Worth Aircraft Certification Office, 10101 Hillwood Parkway, Fort Worth, Texas 76177; telephone: (817) 222-5038; fax: (817) 222-5960; email: Michael.A.Heusser@faa.gov.

(j) Material Incorporated by Reference

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

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

(i) M7 Aerospace LLC Merlin SA26-AT Dash One Airplane Flight Manual (AFM), Revision, section III, pages III-1 through III-6, revised May 14, 2015; and pages III-7 through III-8, FAA Approved May 14, 2015;

(ii) M7 Aerospace LLC Merlin SA26-AT Dash Two, AFM, Revision, section III, pages III-1 through III-6, revised May 14, 2015, and pages III-7 through III-8, FAA Approved May 14, 2015;

(iii) M7 Aerospace LLC Swearingen Merlin SA226-T AFM, Revision A-29, section III, pages III-2 through III-25, revised November 14, 2014, and page III-26, FAA Approved November 14, 2014;

(iv) M7 Aerospace LLC Swearingen Merlin SA226-AT AFM, Revision B-33, section III, pages III-2 through III-24, revised November 14, 2014, and pages III-25 through III-30, FAA November 14, 2014;

(v) M7 Aerospace LLC Merlin IIIB SA226-T(B) AFM, Revision B-29, section 3, pages 3-2 through page 3-20, revised November 14, 2014; and pages 3-21 through 3-24, issued November 14, 2014;

(vi) M7 Aerospace LLC Swearingen Metro SA226-TC AFM, Revision A-43, section III, pages III-2 through page III-24, revised November 14, 2014; and pages III-25 through III-32, FAA Approved November 14, 2014;

(vii) M7 Aerospace LLC Fairchild Aircraft Model SA227-AC (4AC) Metro III AFM, Revision B-11, section 3, pages 3-3 through 3-30, revised November 14, 2014;

(viii) M7 Aerospace LLC Fairchild Aircraft Model SA227-AC (4MC) Metro III AFM, Revision A-12, section 3, pages 3-4 through 3-30, revised November 14, 2014; and pages 3-31 through 3-36, FAA Approved November 14, 2014;

Note 1 to paragraph (j)(2)(viii): The list of effective pages for this manual on page 0-iv incorrectly identifies the effective date for page 3-4 as October 17, 1994. The correct date is November 14, 2014.

(ix) M7 Aerospace LLC Fairchild Aircraft Model SA227-AC (6AC) Metro III AFM, Revision A-16, section 3, pages 3-4 through 3-20, revised November 14, 2014;

(x) M7 Aerospace LLC Fairchild Aircraft Model SA227-AC (7AC) Metro III AFM, Revision B-19, section 3, pages 3-3 through 3-30, revised December 9, 2014; and pages 3-31 through 3-34, FAA Approved December 9, 2014;

(xi) M7 Aerospace LLC Fairchild Aircraft SA227-AC (7MC) Metro III AFM, Revision A-13, section 3, pages 3-4 through 3-30, revised December 9, 2014; and pages 3-31 through 3-34, FAA Approved December 9, 2014;

(xii) M7 Aerospace LLC Fairchild Aircraft SA227-AC (8AC) Metro III AFM, Revision A-15, section 3, pages 3-4 through 3-30, revised December 9, 2014; and pages 3-31 through 3-34, FAA Approved December 9, 2014;

(xiii) M7 Aerospace LLC Fairchild Aircraft SA227-AT (4AT) Merlin IVC, Pilot's Operating Handbook (POH)/AFM, Revision A-12, section 3, pages 3-4 through 3-30, revised November 14, 2014; and pages 3-31 through 3-34, FAA Approved November 14, 2014;

(xiv) M7 Aerospace LLC Fairchild Aircraft SA227-AT (6AT) Merlin IVC POH/AFM, Revision 13, section 3, pages 3-4 through 3-30, revised November 14, 2014; and pages 3-31 through 3-36, FAA Approved November 14, 2014;

(xv) M7 Aerospace LLC Fairchild Aircraft SA227-AT (7AT) Merlin IVC POH/AFM, Revision B-12, section 3, pages 3-4 through 3-30, revised December 9, 2014, and pages 3-31 through 3-34, FAA Approved December 9, 2014;

(xvi) M7 Aerospace LLC Fairchild Aircraft SA227-AT (8AT) Merlin IVC POH/AFM, Revision 13, section 3, pages 3-4 through 3-30, revised December 9, 2014; and pages 3-31 through 3-34, FAA Approved December 9, 2014;

(xvii) M7 Aerospace LLC Fairchild Aircraft SA227-BC (6BC) AFM, Revision 21, section 3, pages 3-4 through 3-30, revised December 9, 2014; and pages 3-31 through 3-36, FAA Approved December 9, 2014;

(xviii) M7 Aerospace LLC Fairchild Aircraft SA227-CC (6CC) AFM, Revision 17, section 3, pages 3-3 through 3-24, revised December 9, 2014; and pages 3-25 through 3-30, FAA Approved December 9, 2014;

(xix) M7 Aerospace LLC Fairchild Aircraft SA227-DC (6DC) AFM, Revision 34, section 3, pages 3-3 through 3-26, revised December 9, 2014; and pages 3-27 through 3-32, FAA Approved December 9, 2014;

(xx) M7 Aerospace LLC Fairchild Aircraft SA227-DC (8DC) AFM, Revision 8, section 3, pages 3-3 through 3-26, revised December 9, 2014; and pages 3-27 through 3-34, FAA Approved December 9, 2014;

(xxi) M7 Aerospace LLC Fairchild 300 Aircraft SA227-TT POH/AFM, Revision 15, section 3, pages 3-3 through 3-30, revised December 9, 2014; and pages 3-31 through 3-34, FAA Approved December 9, 2014;

(xxii) M7 Aerospace LLC Fairchild 300 Aircraft SA227-TT (312) POH/AFM, Revision 13, section 3, page 3-3 and pages 3-5 through 3-30, revised December 9, 2014, and pages 3-31 through 3-32, FAA Approved December 9, 2014; and

(xxiii) M7 Aerospace LLC Fairchild Model SA227-TT Merlin IIIC Aircraft POH/AFM, Revision 29, section 3, pages 3-3 through 3-24, revised December 9, 2014, and pages 3-25 through 3-32, issued December 9, 2014.

Note 2 to paragraph (j)(2) of this AD: While not specifically identified on the manuals, paragraphs (j)(2)(vii) through (j)(2)(xii) apply to the military version C-26A, and paragraphs (j)(2)(xix) and (j)(2)(xx) apply to the military version C-26B of these airplanes.

(3) For M7 Aerospace LLC service information identified in this AD, contact M7 Aerospace LLC, 10823 NE Entrance Road, San Antonio, Texas 78216; phone: (210) 824-9421; fax: (210) 804-7766; Internet: <http://www.elbitsystems-us.com>; email: MetroTech@M7Aerospace.com.

(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 10, 2016.

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



2016-04-14 Turbomeca S.A.: Amendment 39-18408; Docket No. FAA-2015-4070; Directorate Identifier 2015-NE-31-AD.

(a) Effective Date

This AD becomes effective April 1, 2016.

(b) Affected ADs

None.

(c) Applicability

(1) This AD applies to Turbomeca S.A. Arriel 1E2 turboshaft engines with tachometer boxes with the following part number (P/N) and serial number (S/N) combinations:

(i) P/N 9580116170—all S/Ns

(ii) P/N 9580116260—all S/Ns

(iii) P/N 9580116900—all S/Ns

(iv) P/N 9580117110—all S/Ns

(v) P/N 9580117550—all S/Ns 1499 and below with or without suffix letters and all S/Ns 1500 and above that do not contain the suffix letters EL.

(2) This AD applies only to Turbomeca S.A. Arriel 1E2 turboshaft engines with tachometer boxes identified in paragraph (c)(1) of this AD that also have installed electrical connectors labeled as P10106, P10098, and P10108; or P11F, P13F, and P15F.

(d) Reason

This AD was prompted by reports of uncommanded in-flight shutdowns (IFSDs). We are issuing this AD to prevent failure of the tachometer box, which could lead to failure of the engine, IFSD, and loss of control of the helicopter.

(e) Actions and Compliance

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

(1) Within 1,600 flight hours after the effective date of this AD, remove the affected tachometer box from the engine.

(2) Reserved.

(f) Credit for Previous Action

You may take credit for the action required by paragraph (e) of this AD if you performed the action before the effective date of this AD in accordance with Turbomeca S.A. Mandatory Service Bulletin 292 77 0844, Version A, dated March 4, 2015.

(g) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, FAA, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request. You may email your request to: ANE-AD-AMOC@faa.gov.

(h) Related Information

(1) For more information about this AD, contact Philip Habermen, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7770; fax: 781-238-7199; email: philip.habermen@faa.gov.

(2) Refer to MCAI European Aviation Safety Agency AD 2015-0175, dated August 24, 2015, which includes Mandatory Service Bulletin No. 292 77 0844, Version B, dated July 6, 2015, for related information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-4070.

(3) Turbomeca S.A. Mandatory Service Bulletin No. 292 77 0844, Version B, dated July 6, 2015, which is not incorporated by reference in this AD, can be obtained from Turbomeca S.A., using the contact information in paragraph (h)(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; fax: 33 (0)5 59 74 45 15.

(5) You may view this service information at the FAA, Engine & Propeller Directorate, 1200 District Avenue, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

(i) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on February 16, 2016.
Ann C. Mollica,
Acting Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2016-04-15 MD Helicopters Inc.: Amendment 39-18409; Docket No. FAA-2015-3659; Directorate Identifier 2014-SW-050-AD.

(a) Applicability

This AD applies to Model 369A, 369D, 369E, 369FF, 369HE, 369HM, 369HS, 500N, and 600N helicopters with an Aerometals main rotor blade attach pin (pin) part number (P/N) 369X1004-5 installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a pin remaining in service beyond its fatigue life. This condition could result in failure of a pin, loss of a main rotor blade, and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective March 31, 2016.

(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 100 hours time-in-service (TIS) or during the next annual inspection, whichever occurs first:

(i) Review the maintenance records and determine the hours TIS of each pin P/N 369X1004-5 and whether there is a pin life limit listed in the Airworthiness Limitations Section of the applicable maintenance manual or Instructions for Continued Airworthiness (ICA). If the hours TIS on a pin is unknown, remove the pin from service.

(ii) For Model 369A, 369HE, 369HM, and 369HS helicopters, if there is no pin life limit, establish a new life limit of 5,760 hours TIS for each pin P/N 369X1004-5 by making pen-and-ink changes or by inserting a copy of this AD into the Airworthiness Limitations Section of the maintenance manual or the ICA. Remove from service any pin that has 5,760 or more hours TIS.

(iii) For Model 369D, 369E, 369FF, 500N, and 600N helicopters, if there is no pin life limit, establish a new life limit of 7,600 hours TIS for each pin P/N 369X1004-5 by making pen-and-ink changes or by inserting a copy of this AD into the Airworthiness Limitations Section of the maintenance manual or the ICA. Remove from service any pin that has 7,600 or more hours TIS.

(iv) For all model helicopters, add the following statement to the Airworthiness Limitations Section of the maintenance manual or the ICA by making pen-and-ink changes or by inserting a copy of this AD: If interchanged between different model helicopters, the life limit of pin P/N 369X1004-5 must be restricted to the lowest life limit indicated for the helicopter models and serial numbers affected.

(2) Do not install a pin P/N 369X1004-5 on any helicopter before the requirements of this AD have been accomplished.

(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: Galib Abumeri, Aviation Safety Engineer, Transport Airplane Directorate, FAA, 3960 Paramount Blvd., Lakewood, California 90712; telephone (562) 627-5324 or email at 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.

(g) Additional Information

Aerometals Service Bulletin Aero-SB-1103, dated July 2, 2014, and Aerometals Aero-ICA-101 Supplemental Instructions for Continued Airworthiness, Revision NC, dated May 22, 2014, which are not incorporated by reference, contain additional information about the subject of this final rule. For service information identified in this final rule, contact Aerometals, 3920 Sandstone Dr., El Dorado Hills, CA 95762, telephone (916) 939-6888, fax (916) 939-6555, www.aerometals.aero. You may review a copy of this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy, Room 6N-321, Fort Worth, TX 76177.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 6210 Main Rotor Blades.

Issued in Fort Worth, Texas, on February 17, 2016.

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



2016-05-06 Airbus Helicopters (previously Eurocopter France): Amendment 39-18424; Docket No. FAA-2015-2568; Directorate Identifier 2014-SW-026-AD.

(a) Applicability

This AD applies to Airbus Helicopters Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters, with a reinforcement angle part number (P/N) 350A08.2493.21 or P/N 350A08.2493.23 installed, certificated in any category.

Note 1 to paragraph (a) of this AD: Helicopters with Modification (MOD) 073232 do not have P/N 350A08.2493.21 or P/N 350A08.2493.23 installed.

(b) Unsafe Condition

This AD defines the unsafe condition as a crack in a rear structure to tailboom junction frame reinforcement angle (reinforcement angle), which if not detected could result in loss of the tail boom and subsequent loss of control of the helicopter.

(c) Affected ADs

This AD supersedes AD 2014-07-52, Amendment 39-17858 (79 FR 33054, June 10, 2014).

(d) Effective Date

This AD becomes effective April 8, 2016.

(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) For helicopters with 640 or more hours time-in-service (TIS) since installation of MOD 073215 or since installation of an applicable reinforcement angle, within 10 hours TIS, and thereafter at intervals not exceeding 10 hours TIS, inspect each reinforcement angle for a crack as depicted in Figure 1 of Airbus Helicopters Emergency Alert Service Bulletin No. 05.00.70 for Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, and AS350D1 helicopters and Airbus Helicopters Emergency Alert Service Bulletin No. 05.00.62 for AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters, both Revision 0 and dated March 24, 2014.

(2) If there is a crack, before further flight, repair the reinforcement angle in a manner approved by the manager listed in paragraph (h)(1) of this AD.

(3) Within 165 hours TIS after the first inspection required by paragraph (f)(1) of this AD, and thereafter at intervals not exceeding 165 hours TIS, remove screw No. 5 from the reinforcement

angle, thoroughly clean the area around the hole and inspect the reinforcement angle for a crack. If there is not a crack, reinstall the screw. Sequentially repeat the steps required by this paragraph for screws No. 6 through No. 12. If there is a crack, comply with paragraph (f)(2) of this AD. Accomplishment of the inspection required by this paragraph terminates the repetitive inspections required by paragraph (f)(1) of this AD.

(g) Special Flight Permits

Special flight permits are prohibited.

(h) 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, 10101 Hillwood Pkwy, Fort Worth, TX 76177; telephone (817) 222-5110; 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.

(3) AMOCs approved previously in accordance with AD 2014-07-52, Amendment 39-17858 (79 FR 33054, June 10, 2014) are approved as AMOCs for the corresponding requirements of paragraph (f)(2) of this AD.

(i) Additional Information

The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD 2014-0076-E, dated March 25, 2014. You may view the EASA AD on the Internet at <http://www.regulations.gov> in Docket No. FAA-2015-2568.

(j) Subject

Joint Aircraft Service Component (JASC) Code: 5302: Rotorcraft Tailboom.

(k) 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.

(3) The following service information was approved for IBR on June 25, 2014 (79 FR 33054, June 10, 2014).

(i) Airbus Helicopters Emergency Alert Service Bulletin (EASB) No. 05.00.62, Revision 0, dated March 24, 2014.

(ii) Airbus Helicopters EASB No. 05.00.70, Revision 0, dated March 24, 2014.

Note 2 to paragraph (k)(3): Airbus Helicopters EASB No. 05.00.62 and EASB No. 05.00.70, both Revision 0 and dated March 24, 2014, are co-published as one document along with Airbus Helicopters EASB No. 05.00.45 and EASB No. 05.00.41, both Revision 0 and dated March 24, 2014, which are not incorporated by reference in this AD.

(4) For Airbus Helicopters service information identified in this final rule, 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>.

(5) 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.

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

Issued in Fort Worth, Texas, on February 25, 2016.

Scott A. Horn,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.