

**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES**

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

**BIWEEKLY 2013-18**

*8/26/2013 - 9/8/2013*



Federal Aviation Administration  
Engineering Procedures Office, AIR-110  
P.O. Box 25082  
Oklahoma City, OK 73125-0460

## CHANGE OF ADDRESS NOTICE

Any change of address regarding the biweekly service must include the mailing label from a recent issue or your name and address printed exactly as they appear on the mailing label (including the computer number above the address).

Please allow one month for an address change.

### MAIL YOUR ADDRESS CHANGE TO:

Superintendent of Documents  
Government Printing Office  
Mail List Branch SSOM  
Washington, DC 20402

Telephone: (202) 512-1806  
Facsimile: (202) 512-2250

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

AD No.	Information	Manufacturer	Applicability
--------	-------------	--------------	---------------

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**

AD No.	Information	Manufacturer	Applicability
--------	-------------	--------------	---------------

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

**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

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

AD No.	Information	Manufacturer	Applicability
--------	-------------	--------------	---------------

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

**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

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

AD No.	Information	Manufacturer	Applicability
--------	-------------	--------------	---------------

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

**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



---

**CORRECTION:** Federal Register Volume 78, Number 172 (Thursday, September 5, 2013); Page 54561.

**2013-10-04 Piper Aircraft, Ltd.:** Amendment 39-17457; Docket No. FAA-2012-0983; Directorate Identifier 2012-CE-001-AD.

**(a) Effective Date**

This AD is effective July 17, 2013.

**(b) Affected ADs**

This AD supersedes AD 82-16-05 R1, Amendment 39-5278 (51 FR 11707, April 7, 1986).

**(c) Applicability**

This AD applies to turbocharged Piper Aircraft, Inc. Models PA-31, PA-31-325, and PA-31-350 airplanes, all serial numbers, certificated in any category.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 78, Engine Exhaust.

**(e) Unsafe Condition**

This AD was prompted by the forced landings of aircraft due to exhaust system failures between recurring detailed inspections. We are issuing this AD to prevent the possibility of an in-flight powerplant fire due to an exhaust system failure.

**(f) Compliance**

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

**(g) Visual Inspection**

(1) Within the next 60 hours time-in-service (TIS) after July 17, 2013 (the effective date of this AD) or within the next 6 months after July 17, 2013 (the effective date of this AD), whichever occurs first, and repetitively thereafter at intervals not to exceed 60 hours TIS or 6 months, whichever occurs first, perform the inspections listed in table 1 of paragraph (g) of this AD upon the parts listed in the same table.

Note 1 to paragraph (g)(1) of this AD: Inspection procedure references can be found in Section 2, Visual Inspection, Chapter 5, Nondestructive Inspection (NDI), FAA Advisory Circular 43.13-1 B, Change 1, dated September 27, 2001, Acceptable Methods, Techniques, And Practices—Aircraft

Inspection and Repair ([http://www.airweb.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgAdvisoryCircular.nsf/0/99C827DB9BAAC81B86256B4500596C4E?OpenDocument&Highlight=a43.13-1b](http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/99C827DB9BAAC81B86256B4500596C4E?OpenDocument&Highlight=a43.13-1b)).

(2) Aircraft equipped with Supplemental Type Certificate (STC) SA240CH heat exchanger will not have all of the parts referenced in table 1 of paragraph (g). (Information on STC SA240CH may be found at [http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgstc.nsf/0/30C512E870BE421D86257297005B6822?OpenDocument&Highlight=sa240ch](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/30C512E870BE421D86257297005B6822?OpenDocument&Highlight=sa240ch).) The heat exchanger replaces some of those parts; therefore, this AD requires the visual inspection on only the remaining parts listed in table 1 of paragraph (g) of this AD after installation of STC SA240CH. Airplanes modified in accordance with STC SA240CH will not require an Alternative Method of Compliance if the corrective actions in this AD are complied with.

**Table 1 of Paragraph (g)—Recurring 60-Hour Inspections for Lycoming and Piper Exhaust System Parts**

<b>Product/part nomenclature</b>	<b>Make</b>	<b>Model/part number</b>			<b>Inspect with light and mirror or other method capable of achieving an equivalent visual resolution:</b>
Airplane	Piper	PA-31	PA-31-325	PA-31-350	
Engine	Lycoming	TIO-540-A1A, -A1B, -A2A, -A2B and -A2C (standard cylinder flange; aka, narrow deck).	TIO-540-A2C (wide cylinder flange; aka, wide deck) and -F2BD, and LTIO-540-F2BD.	TIO-540-J2B and -J2BD and LTIO-540-J2B and -J2BD.	
Pipe, exhaust, right intermediate.	Lycoming	LW-15850	LW-15850	LW-15849	bulges, cracks and exhaust leak stains.
Pipe, exhaust, right rear, intermediate.	Lycoming	LW-16792	LW-16792	LW-16621	bulges, cracks and exhaust leak stains.
Pipe, exhaust, right rear.	Lycoming	LW-16793	LW-16793	LW-16620	bulges, cracks and exhaust leak stains.
Pipe, exhaust, left, intermediate.	Lycoming	LW-15849	LW-15849	LW-15849	bulges, cracks and exhaust leak stains.
Pipe, exhaust, left rear, intermediate.	Lycoming	LW-16789	LW-16789	LW-16696	bulges, cracks and exhaust leak stains.
Pipe, exhaust, left rear	Lycoming	LW-16790	LW-16790	LW-16697	bulges, cracks and exhaust leak stains.
Tail pipe assembly, bottom.	Piper	40310-09	40310-09	40310-09	bulges, cracks and exhaust leak stains.

Tail pipe assembly, top.	Piper	40310-08 or 40310-10.	40310-08 or 40310-10.	40310-10	bulges, cracks and exhaust leak stains.
v-band coupling	Lycoming	LW-12093-5	LW-12093-5	LW12093-5	cracks and exhaust leak stains.
v-band coupling	Piper	555-511 or 557-584	555-511 or 557-584	555-366 or 557-369	cracks and exhaust leak stains.

### **(h) Corrective Actions**

(1) If any damage is found as a result of the inspections required in paragraph (g) of this AD, before further flight, do the following corrective actions:

(i) Replace v-band couplings exhibiting cracks and/or exhaust leak stains with airworthy and replacement v-band couplings following the applicable instructions contained in Piper Aircraft Corporation Service Bulletin No. 644E, dated May 9, 2012, and/or Lycoming Service Instruction No. 1238B, dated January 6, 2010.

(ii) Replace exhaust system parts exhibiting bulges, cracks and/or exhaust leak stains with airworthy parts in accordance with Lycoming Service Information 1320, dated March 7, 1975, and Lycoming Service Information 1391, dated October 5, 1979, as applicable.

Note 2 to paragraph (h) of this AD: During installation, we recommend not opening the v-band coupling more than the MINIMUM diameter necessary to clear coupled flanges. It is recommended to replace any locknuts and/or mating couplings with airworthy parts when locknuts do not exhibit a prevailing torque when installed.

### **(i) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, Atlanta Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

### **(j) Related Information**

(1) For more information about this AD, contact Gary Wechsler, Aerospace Engineer, Atlanta ACO, FAA, 1701 Columbia Avenue, College Park, Georgia 30337; telephone: (404) 474-5575; fax: (404) 474-5606; email: gary.wechsler@faa.gov.

(2) Section 2, Visual Inspection, Chapter 5, Nondestructive Inspection (NDI), FAA Advisory Circular 43.13-1 B, Change 1, dated September 27, 2001, Acceptable Methods, Techniques, And Practices—Aircraft Inspection and Repair may be found at [http://www.airweb.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgAdvisoryCircular.nsf/0/99C827DB9BAAC81B86256B4500596C4E?OpenDocument&Highlight=ac43.13-1b](http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/99C827DB9BAAC81B86256B4500596C4E?OpenDocument&Highlight=ac43.13-1b).

### **(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:

- (i) Piper Aircraft Corporation Service Bulletin No. 644E, dated May 9, 2012;
- (ii) Lycoming Service Instruction No. 1238B, dated January 6, 2010;
- (iii) Lycoming Service Instruction 1320, dated March 7, 1975; and
- (iv) Lycoming Service Instruction 1391, dated October 5, 1979.

(3) For obtaining service information identified in this AD, contact Piper Aircraft, Inc., 2926 Piper Drive, Vero Beach, Florida 32960; telephone: (772) 567-4361; fax: (772) 978-6573; Internet: [www.piper.com/home/pages/Publications.cfm](http://www.piper.com/home/pages/Publications.cfm).

(4) You may view this service information at 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 May 16, 2013.

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



---

**2013-16-05 Alexander Schleicher GmbH & Co. Segelflugzeugbau:** Amendment 39-17543; Docket No. FAA-2013-0450; Directorate Identifier 2013-CE-010-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective October 4, 2013.

**(b) Affected ADs**

This AD supersedes AD 64-07-05, Amendment 701 (29 FR 3227; March 11, 1964).

**(c) Applicability**

This AD applies to Alexander Schleicher GmbH & Co. Segelflugzeugbau Models AS -K13, Ka2B, Ka 6, Ka 6 B, Ka 6 BR, Ka 6 C, Ka 6 CR, K7, K8, and K 8 B sailplanes, all serial numbers, certificated in any category.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as misalignment of the automatic elevator control connection. The European Aviation Safety Agency (EASA) has issued a new AD to add additional sailplane models to the applicability and to add additional inspections of the elevator control connection. Alexander Schleicher GmbH & Co. Segelflugzeugbau has also issued revised service information to address the unsafe condition. We are issuing this AD to prevent failure of the automatic elevator control connection, which could result in loss of control.

**(f) Actions and Compliance Retained From AD 64-07-05, Amendment 701 (29 FR 3227, March 1, 1964)**

Unless already done, do the following actions specified in paragraphs (f)(1), (f)(2), and (f)(3) of this AD.

(1) For Models Ka2B, Ka 6, Ka 6 B, Ka 6 BR, Ka 6 C, Ka 6 CR, K7, K8, and K 8 B: Unless already done, within the next 10 hours time-in-service (TIS) after April 13, 1964 (the effective date retained from AD 64-07-05, Amendment 701 (29 FR 3227, March 1, 1964)), inspect the automatic elevator control rod for conformity following Alexander Schleicher Automatischer Höhenruderanschluß (English translation: Automatic Elevator Connection) document, dated December 5, 1961, translation added May, 2012.

(2) For Models Ka2B, Ka 6, Ka 6 B, Ka 6 BR, Ka 6 C, Ka 6 CR, K7, K8, and K 8 B: If any discrepancy is found during the inspection required in paragraph (f)(1) of this AD, before further flight, make any necessary repairs or modification.

Note to paragraph (f)(2) of this AD: For guidance on making the necessary repairs or modification required in paragraph (f)(2) of this AD, you may refer to FAA Civil Aeronautics Manual (CAM) 18, Maintenance, Repair, And Alteration, Of Airframes, Powerplants, Propellers, And Appliances, dated December 15, 1959, which can be found on the Internet at: [http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgccab.nsf/0/41df1277f2dc7e0e86257bcf005112bf/\\$FILE/CAM\\_18\\_1959.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgccab.nsf/0/41df1277f2dc7e0e86257bcf005112bf/$FILE/CAM_18_1959.pdf), without handwritten annotations, as revised through November 15, 1962.

(3) For Models Ka2B, K7, K8 and K 8 B: Unless already done, within the next 10 hours TIS after April 13, 1964 (the effective date retained from AD 64-07-05, Amendment 701 (29 FR 3227, March 1, 1964)), install an additional push pull rod support. For Models Ka2B, follow Alexander Schleicher Modification No. 7, dated July 4, 1962. For Models K7, follow Alexander Schleicher Modification No. 8, dated November 23, 1961. For Models K8, follow Alexander Schleicher Modification No. 7, dated November 24, 1961.

### **(g) New Actions and Compliance**

Unless already done, do the following actions specified in paragraphs (g)(1) and (g)(2) of this AD.

(1) For all models: Within 90 days after October 4, 2013 (the effective date of this AD) and repetitively thereafter at intervals not to exceed 12 months, inspect the elevator control rod in the tailplane following the Action section in Alexander Schleicher Technische Mitteilung (English translation: Technical Note) TM-Nr. 13 for Ka 2 and Ka 2b, TM-Nr. 26 for Ka 6, TM-Nr. 24 for K 7, TM-Nr. 30 for K 8, TM-Nr. 19 for ASK 13, and TM-Nr. 9 for ASK 18, all Berichtigung 1 (English translation: Revision 1), all dated January 8, 2013.

(2) For all models: During any inspection required in paragraph (g)(1) of this AD, if any bend and/or misaligned elevator control connection is detected, before further flight after the inspection, replace the elevator control connection with a serviceable part. Do the replacement following the Action section in Alexander Schleicher Technische Mitteilung (English translation: Technical Note) TM-Nr. 13 for Ka 2 and Ka 2b, TM-Nr. 26 for Ka 6, TM-Nr. 24 for K 7, TM-Nr. 30 for K 8, TM-Nr. 19 for ASK 13, and TM-Nr. 9 for ASK 18, all Berichtigung 1 (English translation: Revision 1), all dated January 8, 2013.

### **(h) Credit for Actions Done Following Previous Service Information**

This AD provides credit for the initial inspection required in paragraph (g)(1) of this AD and any necessary replacement required in paragraph (g)(2) of this AD if already done before the effective date of this AD following the Action sections in Alexander Schleicher Technische Mitteilung (English translation: Technical Note) TM-Nr. 13 for Ka 2 and Ka 2b, TM-Nr. 26 for Ka 6, TM-Nr. 24 for K 7, TM-Nr. 30 for K 8, TM-Nr. 19 for ASK 13, and TM-Nr. 9 for ASK 18, dated August 30, 2012.

### **(i) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Jim Rutherford, Aerospace Engineer, FAA, Small Airplane

Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4165; fax: (816) 329-4090; email: jim.rutherford@faa.gov. Before using any approved AMOC on any sailplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

#### **(j) Related Information**

Refer to MCAI European Aviation Safety Agency (EASA) AD No. 2013-0091, dated April 12, 2013, which can be found in the AD docket on the Internet at <http://www.regulations.gov>; FAA Civil Aeronautics Manual (CAM) 18, Maintenance, Repair, And Alteration, Of Airframes, Powerplants, Propellers, And Appliances, dated December 15, 1959, which can be found on the Internet at: [http://rgl.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgccab.nsf/0/41df1277f2dc7e0e86257bcf005112bf/\\$FILE/CAM\\_18\\_1959.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgccab.nsf/0/41df1277f2dc7e0e86257bcf005112bf/$FILE/CAM_18_1959.pdf), without handwritten annotations, as revised through November 15, 1962; and Alexander Schleicher Technische Mitteilung (English translation: Technical Note) TM-Nr. 13 for Ka 2 and Ka 2b, TM-Nr. 26 for Ka 6, TM-Nr. 24 for K 7, TM-Nr. 30 for K 8, TM-Nr. 19 for ASK 13, and TM-Nr. 9 for ASK 18, dated August 30, 2012, which can be obtained from the manufacturer at the address specified in paragraph (k)(4) of this AD, for related information.

#### **(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 October 4, 2013.

(i) Alexander Schleicher Technische Mitteilung (English translation: Technical Note) TM-Nr. 13, Berichtigung 1 (English translation: Revision 1), dated January 8, 2013.

(ii) Alexander Schleicher Technische Mitteilung (English translation: Technical Note) TM-Nr. 26, Berichtigung 1 (English translation: Revision 1), dated January 8, 2013.

(iii) Alexander Schleicher Technische Mitteilung (English translation: Technical Note) TM-Nr. 24, Berichtigung 1 (English translation: Revision 1), dated January 8, 2013.

(iv) Alexander Schleicher Technische Mitteilung (English translation: Technical Note) TM-Nr. 30, Berichtigung 1 (English translation: Revision 1), dated January 8, 2013.

(v) Alexander Schleicher Technische Mitteilung (English translation: Technical Note) TM-Nr. 19, Berichtigung 1 (English translation: Revision 1), dated January 8, 2013.

(vi) Alexander Schleicher Technische Mitteilung (English translation: Technical Note) TM-Nr. 9, Berichtigung 1 (English translation: Revision 1), dated January 8, 2013.

Note 1 to paragraphs (k)(3)(i) through (k)(3)(vi) of this AD: Alexander Schleicher Technische Mitteilung (English translation: Technical Note) TM-Nr. 13 for Ka 2 and Ka 2b, TM-Nr. 26 for Ka 6, TM-Nr. 24 for K 7, TM-Nr. 30 for K 8, TM-Nr. 19 for ASK 13, and TM-Nr. 9 for ASK 18, all Berichtigung 1 (English translation: Revision 1), all dated January 8, 2013, are co-published as one document. This service information contains German to English translation. EASA used the English translation in referencing the document from Alexander Schleicher GmbH & Co. Segelflugzeugbau. For enforceability purposes, we will cite references to the Alexander Schleicher GmbH & Co. Segelflugzeugbau service information as it appears on the document.

(vii) Alexander Schleicher Automatischer Höhenruderanschluß (English translation: Automatic Elevator Connection) document, dated December 5, 1961, translation added May, 2012.

Note 2 to paragraph (k)(3)(vii) of this AD: This service information contains German to English translation. EASA used the English translation in referencing the document from Alexander Schleicher GmbH & Co. Segelflugzeugbau. For enforceability purposes, we will cite references to the Alexander Schleicher GmbH & Co. Segelflugzeugbau service information as it appears on the document.

(viii) Alexander Schleicher Modification No. 7 Glider Ka 2 and Ka 2B, L-140 and L-203, dated July 4, 1962.

(ix) Alexander Schleicher Modification No. 7 Glider K 8 L-216, dated November 24, 1961.

(x) Alexander Schleicher Modification No. 8 Glider K 7 L-211, dated November 23, 1961.

(4) For Alexander Schleicher GmbH & Co Segelflugzeugbau service information identified in this AD, contact Alexander Schleicher GmbH & Co Segelflugzeugbau, Straße 1 D-36163 Poppenhausen, Germany; phone: ++49 (0) 6658/89-0, fax: +49 (0) 6658/89-40, email: info@alexander-schleicher.de; Internet: <http://www.alexander-schleicher.de>.

(5) You may view this service information at 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.

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

Issued in Kansas City, Missouri, on July 31, 2013.

James E. Jackson,  
Acting Manager, Small Airplane Directorate,  
Aircraft Certification Service.



---

**2013-16-14 Eurocopter Deutschland GmbH:** Amendment 39-17552; Docket No. FAA-2013-0239; Directorate Identifier 2010-SW-087-AD.

**(a) Applicability**

This AD applies to Eurocopter Deutschland GmbH Model EC135 P1, P2, P2+, T1, T2, and T2+ helicopters with a main transmission FS108 housing upper part, part number (P/N) 4649 301 034 and a serial number listed in Table 1 of Eurocopter Alert Service Bulletin EC135-63A-017, Revision 0, dated October 11, 2010 (ASB EC135-63A-017), certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as an improperly manufactured bypass inlet in the oil filter area. This condition could adversely affect the oil-filter bypass function, resulting in failure of the main transmission and subsequent loss of control of the helicopter.

**(c) Effective Date**

This AD becomes effective October 9, 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 months, remove the oil filter element and install a corrugated washer, P/N 0630100377, in the middle of the filter housing of the housing upper part as depicted in Figure 2 of ASB EC135-63A-017.

(2) Within 4,000 hours time-in-service or at the next main transmission repair or overhaul, whichever occurs first, machine the main transmission housing upper part in accordance with Annex A of ZF Luftfahrttechnik GmbH Service Instruction No. EC135FS108-1659-1009, dated September 14, 2010.

(3) Do not install a main transmission upper part, P/N 4649 301 034, on any helicopter unless it has been modified as required by paragraphs (e)(1) through (e)(2) of this AD.

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

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Chinh Vuong, Aviation Safety Engineer, Safety Management Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email [chinh.vuong@faa.gov](mailto:chinh.vuong@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 AD No. 2010-0213, dated October 14, 2010. You may view the EASA AD in the AD docket on the Internet at <http://www.regulations.gov>.

**(h) Subject**

Joint Aircraft Service Component (JASC) Code: 6320: Main Rotor Gearbox.

**(i) Material Incorporated by Reference**

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

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

(i) Eurocopter Alert Service Bulletin EC135-63A-017, Revision 0, dated October 11, 2010.

(ii) ZF Luftfahrttechnik GmbH Service Instruction No. EC135FS108-1659-1009, dated September 14, 2010.

(3) 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>.

(4) You may view this service information that is incorporated by reference in the AD docket on the Internet at <http://www.regulations.gov>.

(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 August 2, 2013.

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



---

**2013-17-01 Eurocopter France Helicopters:** Amendment 39-17565; Docket No. FAA-2013-0240; Directorate Identifier 2011-SW-060-AD.

**(a) Applicability**

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

- (1) Model AS350B, AS350BA, AS350B1, AS350B2, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, and AS355F2 helicopters with an autopilot installed;
- (2) Model AS350B3 helicopters with an autopilot or modification 073252 installed; and
- (3) Model AS355N and AS355NP helicopters with an autopilot or modification 071908 installed.

**(b) Unsafe Condition**

This AD defines the unsafe condition as a loose nut or misaligned tail rotor control stop screw (stop screw). This condition could result in limited yaw authority and subsequent loss of helicopter control.

**(c) Effective Date**

This AD becomes effective October 9, 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 110 hours time-in-service (TIS), inspect the locking of the stop screws to determine whether the stop screws turn.
  - (i) If any stop screw turns, adjust the stop screw.
  - (ii) Mark a line of red paint on the screw-nut assembly as depicted in Section B-B, Figure 1 of Eurocopter Alert Service Bulletin (ASB) No. AS350-05.00.64 or ASB No. AS355-05.00.59, as applicable to your model helicopter. Both ASBs are Revision 0 and dated August 30, 2011.
- (2) Thereafter, at intervals not to exceed 110 hours TIS, inspect the stop screws to determine whether the paint lines on the screw and the nut are aligned. If the red paint lines are not aligned, remove the paint, adjust the stop screw, and mark a new line of paint on the screw-nut assembly as depicted in Section B-B, Figure 1 of Eurocopter ASB No. AS350-05.00.64 or ASB No. AS355-05.00.59, as applicable to your model helicopter. Both ASBs are Revision 0 and dated August 30, 2011.

**(f) Special Flight Permits**

A one-time flight permit may be granted, provided that the pilot has full yaw authority before flight.

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

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Matt Fuller, Aviation Safety Engineer, Continued Operational Safety, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone 817-222-5110; email [matthew.fuller@faa.gov](mailto:matthew.fuller@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**

The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2011-0164, dated August 31, 2011. You may view the EASA AD in the AD Docket on the Internet at <http://www.regulations.gov>.

**(i) Subject**

Joint Aircraft Service Component (JASC) Code: 6720, tail rotor control system.

**(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) Eurocopter Alert Service Bulletin No. AS350-05.00.64, Revision 0, dated August 30, 2011.

(ii) Eurocopter Alert Service Bulletin No. AS355-05.00.59, Revision 0, dated August 30, 2011.

(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 in the AD Docket on the Internet at <http://www.regulations.gov>.

(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 12, 2013.

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



**2013-17-04 Various Aircraft:** Amendment 39-17568; Docket No. FAA-2013-0738; Directorate Identifier 2013-CE-022-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective September 24, 2013.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to all serial numbers of the airplanes listed in table 1 of paragraph (c) of this AD, that are:

- (1) equipped with a Rotax Aircraft Engines 912 A series engine with a part number (P/N) 623682 cylinder head assembly (2/3) installed; and
- (2) certificated in any category.

**Table 1 of Paragraph (c)–Affected Airplanes**

<b>Type certificate holder</b>	<b>Aircraft model</b>	<b>Engine model</b>
Aeromot-Indústria Mecânico-Metalúrgica Ltda	AMT-200	912 A2
Diamond Aircraft Industries	HK 36 R “Super Dimona”	912 A
Diamond Aircraft Industries GmbH	HK 36 TS and HK 36 TC	912 A3
Diamond Aircraft Industries Inc	DA20-A1	912 A3
HOAC-Austria	DV 20 Katana	912 A3
Iniziativa Industriali Italiane S.p.A	Sky Arrow 650 TC	912 A2
SCHEIBE-Flugzeugbau GmbH	SF 25C	912 A2

**(d) Subject**

Air Transport Association of America (ATA) Code 72: Engine–Reciprocating.

**(e) Reason**

This AD results from mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as oil leaks in the intake channel in the area of the valve guide on some cylinder heads, which could increase the oil consumption and result in engine stoppage. We are issuing this AD to detect and correct excessive oil consumption, which could result in engine stoppage.

**(f) Actions and Compliance**

Unless already done, do the following actions.

(1) Within the next 5 hours time-in-service (TIS) after September 24, 2013 (the effective date of this AD) or within the next 20 days after September 24, 2013 (the effective date of this AD), whichever occurs first, inspect the cylinder head assembly of cylinder 2 and 3 (2/3) for excessive oil consumption following Section 3 of Rotax Aircraft Engines BRP Alert Service Bulletin ASB-912-062R2 and ASB-914-044R2 (co-published as one document), Revision 2, dated May 29, 2013.

(2) During the inspection required in paragraph (f)(1) of this AD, if excessive deposits (oil or carbon) are found on the spark plugs, before further flight, replace the affected cylinder head assembly with a serviceable one. Do the replacement following Section 3 of Rotax Aircraft Engines BRP Alert Service Bulletin ASB-912-062R2 and ASB-914-044R2 (co-published as one document), Revision 2, dated May 29, 2013.

(3) As of September 24, 2013 (the effective date of this AD), only install an engine affected by this AD provided it has been inspected as specified in paragraph (f)(1) of this AD and corrected as specified in paragraph (f)(2) of this AD.

(4) As September 24, 2013 (the effective date of this AD), any spare cylinder head assembly P/N 623682 installed must be inspected within 5 hour TIS after installation following Section 3 of Rotax Aircraft Engines BRP Alert Service Bulletin ASB-912-062R2 and ASB-914-044R2 (co-published as one document), Revision 2, dated May 29, 2013, and corrected as necessary.

**(g) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Sarjapur Nagarajan, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4145; fax: (816) 329-4090; email: sarjapur.nagarajan@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

**(h) Related Information**

Refer to MCAI European Aviation Safety Agency (EASA) AD No. 2013-0117-E, dated May 30, 2013, for related information, which can be found in the AD docket on the Internet at <http://www.regulations.gov>.

**(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) Rotax Aircraft Engines BRP Alert Service Bulletin ASB-912-062R2, Revision 2, dated May 29, 2013.

(ii) Rotax Aircraft Engines BRP Alert Service Bulletin ASB-914-044R2, Revision 2, dated May 29, 2013.

Note 1 to paragraph (i)(2): Rotax Aircraft Engines BRP Alert Service Bulletins ASB-912-062R2, Revision 2, dated May 29, 2013; and ASB-914-044R2, Revision 2, dated May 29, 2013, are co-published as one document.

(3) For Rotax Aircraft Engines service information identified in this AD, contact BRP-Powertrain GmbH & Co. KG, Welser Strasse 32, A-4623 Gunskirchen, Austria; phone: +43 7246 601 0; fax: +43 7246 601 9130; Internet: <http://www.rotax-aircraft-engines.com>.

(4) You may review copies of the 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 August 14, 2013.

John Colomy,  
Acting Manager, Small Airplane Directorate,  
Aircraft Certification Service.



---

**2013-18-03 Bell Helicopter Textron Canada Inc (BHT):** Amendment 39-17576; Docket No. FAA-2013-0349; Directorate Identifier 2012-SW-058-AD.

**(a) Applicability**

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

- (1) BHT Model 206A and 206B helicopters, all serial numbers (S/N) except S/Ns 1, 2, and 3, with an engine auto-relight kit control box assembly (control box assembly) part number (P/N) 206-375-017-101 installed; and
- (2) BHT Model 206L helicopters, S/N 45001 through 45153 and 46601 through 46617, with a control box assembly P/N 206-375-017-103 installed.

**(b) Unsafe Condition**

This AD defines the unsafe condition as an inoperative control box assembly. This condition could result in a disabled auto-relight system, failure of the engine to relight after a flame-out, increased pilot workload during a power loss emergency, and subsequent loss of control of the helicopter.

**(c) Effective Date**

This AD becomes effective October 11, 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 4 months, replace the control box assembly:

- (1) For Model 206A and 206B helicopters, replace control box assembly P/N 206-375-017-101 with a control box assembly P/N 206-375-017-105.
- (2) For Model 206L helicopters, replace control box assembly P/N 206-375-017-103 with a control box assembly P/N 206-375-017-107.

**(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](mailto: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) BHT Alert Service Bulletin (ASB) No. 206-11-127 for Model 206A and 206B helicopters and ASB No. 206L-11-167 for Model 206L helicopters, both dated May 2, 2011, 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 Canada Limited, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4; telephone (450) 437-2862 or (800) 363-8023; fax (450) 433-0272; or at <http://www.bellcustomer.com/files/>. 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 Transport Canada Civil Aviation (TCCA) AD CF-2012-19, dated June 12, 2012. You may view the TCCA AD at <http://www.regulations.gov> in Docket No. FAA-2013-0349.

**(h) Subject**

Joint Aircraft Service Component (JASC) Code: 7410: Ignition Power Supply.

Issued in Fort Worth, Texas, on August 21, 2013.

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