

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

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

BIWEEKLY 2014-06

3/10/2014 - 3/23/2014



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

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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
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Information Key: E - Emergency; COR - Correction; S – Supersedes

Biweekly 2014-01

2013-26-09		Turbomeca S.A.	ASTAZOU XIV B and XIV H engines
2013-26-13		Sikorsky Aircraft Corporation	S-70, S-70A, S-70C, S-70C (M), and S-70C (M1) helicopters
99-01-05 R1		See AD	See AD

Biweekly 2014-02

2013-25-13		Sikorsky Aircraft Corporation	S-70, S-70A, and S-70C helicopters
2013-26-11		Eurocopter France Helicopters	EC225LP helicopters
2014-01-01		Turbomeca S.A.	Arrius 2F turboshaft engines

Biweekly 2014-03

2014-01-02		Eurocopter Deutschland GmbH	EC135P2+ and EC135T2+ helicopters
2014-02-02		Bell Helicopter Textron Canada Limited	206L, L-1, L-3, and L-4 helicopters
2014-02-03	S 2011-27-51	Beechcraft Corporation	1900, 1900C, 1900C (Military) and 1900D
2014-02-04		Eurocopter France	EC 155B and EC155B1 helicopters
2014-02-05		Eurocopter France	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, and AS350D1 helicopters
2014-02-07		Costruzioni Aeronautiche Tecnam srl	P2006T
2014-02-08		Agusta S.p.A.	A109C, A109S, A109K2, A109E, and AW109SP helicopters
2014-02-09		Eurocopter France	EC225LP and AS332L1 helicopters

Biweekly 2014-04

2014-03-02		Airbus Helicopters	AS332C, AS332L, AS332L1, AS332L2, SA330J helicopters
2014-03-10		Various Restricted Category Helicopters	See AD
2014-03-11		Bell Helicopter Textron, Inc.	204B helicopters

Biweekly 2014-05

2014-02-06		Agusta S.p.A.	AB412 helicopters
2014-03-01		Agusta S.p.A.	AB139 and AW139 helicopters
2014-03-03		Cessna Aircraft Company	310, 320, 340, 401, 402, 411, 414, and 421 airplanes
2014-03-18		B-N Group Ltd.	BN-2 airplanes
2014-03-20		Piaggio Aero Industries S.P.A	P-180 airplanes
2014-04-01		Slingsby Aviation Ltd.	T67M260 airplanes
2014-04-02		Dornier Luftfahrt GmbH	228-212 airplanes
2014-04-03		Pacific Aerospace Limited	750XL airplanes
2014-04-04		Diamond Aircraft Industries GmbH	DA 42 NG and DA 42 M NG airplanes
2014-04-06		Turbomeca S.A.	Arrius 2B1, 2B1A, 2B2, and 2K1 turboshaft engines
2014-04-11		Airbus Helicopters	AS350B, BA, B1, B2, B3, D; and AS355E, F, F1, F2, and N helicopters
2014-04-12		Airbus Helicopters	EC225LP helicopters
2014-04-14		Agusta S.p.A.	A109S, AW109SP, A119, and AW119 MKII helicopters

Biweekly 2014-06

2011-22-05 R1		Airbus Helicopters	AS350B, B1, B2, B3, BA, C, D, D1; and Model AS355E, F, F1, F2, N, and NP helicopters
2014-04-13		Agusta S.p.A.	AB412 and AB412 EP helicopters
2014-05-01		Eurocopter Deutschland	EC135P1, EC135P2, EC135P2+, EC135T1, EC135T2, and EC135T2+ helicopters
2014-05-04		Eurocopter Deutschland	MBB-BK 117 C-2 helicopters
2014-05-06		Eurocopter Deutschland	EC135 P1, P2, P2+, T1, T2, and T2+ helicopters
2014-05-07		Airbus Helicopters	AS350B, BA, B1, B2, C, D, and D1 helicopters and Model AS355E, F, F1, F2, and N helicopters
2014-05-08		Airbus Helicopters	AS332L1 helicopters
2014-05-11		Airbus Helicopters	AS332C, AS332L, AS332L1, AS332L2, EC225LP, and SA330J helicopters
2014-05-15		Airbus Helicopters	AS332C, AS332L, AS332 L1, and AS332 L2 helicopters; SA330J helicopters

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
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Information Key: E - Emergency; COR - Correction; S – Supersedes

2014-05-29 2014-06-01	S 2009-16-03	Continental Motors M7 Aerospace	IO-520, TSIO-520, and IO-550 series reciprocating engines SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), SA227-TT, SA26-AT, and SA26-T airplanes
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2011-22-05 R1 Airbus Helicopters (Type Certificate Previously Held by Eurocopter France) (Airbus Helicopters): Amendment 39-17765; Docket No. FAA-2011-1158; Directorate Identifier 2010-SW-018-AD.

(a) Applicability

This AD applies to Airbus Model AS350B, B1, B2, B3, BA, C, D, D1; and Model AS355E, F, F1, F2, N, and NP helicopters; with tail rotor (T/R) pitch control rod (control rod), part number (P/N) 350A33-2100-00, -01, -02, -03, -04; P/N 350A33-2121-00, -01, -02; P/N 350A33-2143-00; or P/N 350A33-2145-00 or -01, installed; certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as excessive play in the control rod. This condition could result in failure of a T/R control rod, loss of T/R control, and subsequent loss of control of the helicopter.

(c) Affected ADs

This AD revises AD 2011-22-05, Amendment 39-16847 (76 FR 70046, November 10, 2011).

(d) Effective Date

This AD becomes effective April 17, 2014.

(e) Compliance

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

(f) Required Actions

(1) Within 30 hours time-in-service (TIS) and, if no bearing play is detected, thereafter at intervals not to exceed 30 hours TIS, place the T/R pedals in the neutral position. If the helicopter is fitted with a T/R load compensator, discharge the accumulator as described in the rotorcraft flight manual. Check the control rod bearing (bearing) for play on the helicopter, by observation and feel, by slightly moving the T/R blade in the flapping axis while monitoring the bearing for movement. See the following Figure 1 to Paragraph (f) of this AD. The actions required by this paragraph may be performed by the owner/operator (pilot) holding at least a private pilot certificate, and must be entered into the helicopter maintenance records showing compliance with this AD in accordance with 14 CFR 43.9(a)(1)-(4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

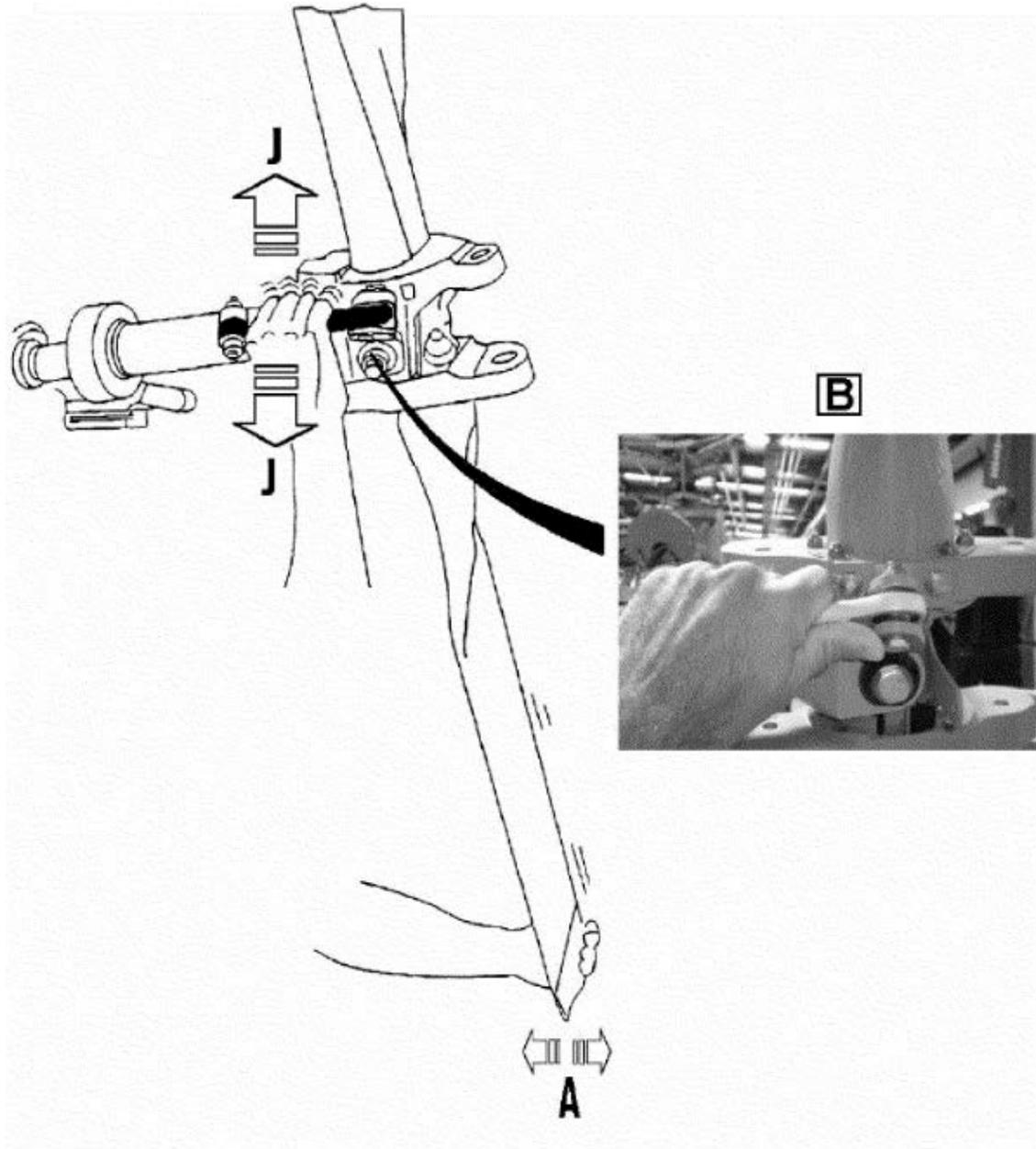


Figure 1 to Paragraph (f)
Manual Check for Play of the Tail Rotor Pitch Control Rod

(2) If a pilot or mechanic detects play in the bearing, before the next flight, a mechanic must remove the control rod from the helicopter, and using a dial indicator, measure the bearing wear according to the following and as shown in Figures 2 and 3 to Paragraph (f) of this AD:

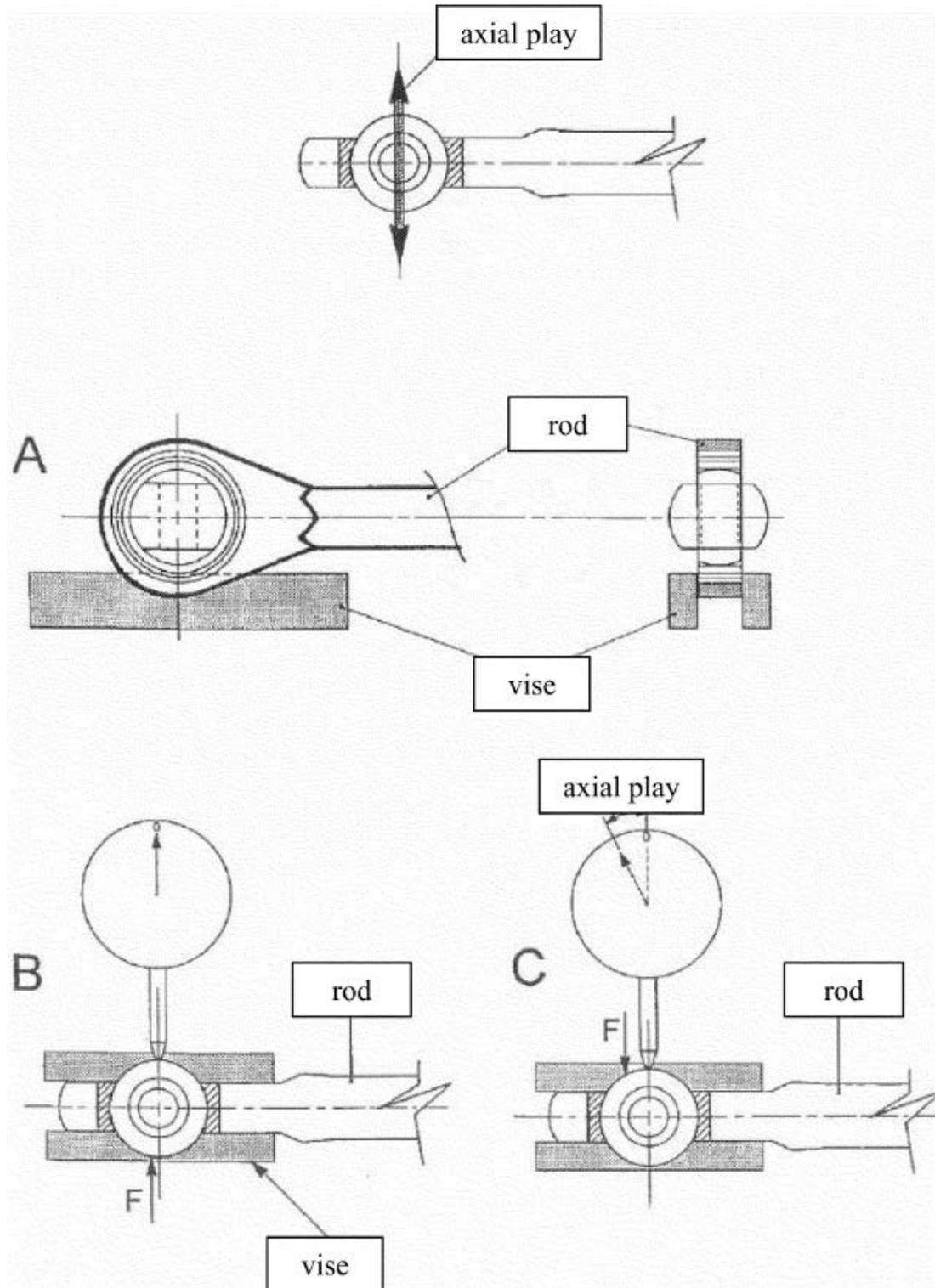


Figure 2 to Paragraph (f)
Measurement of the Axial Play (A) of the Bearing

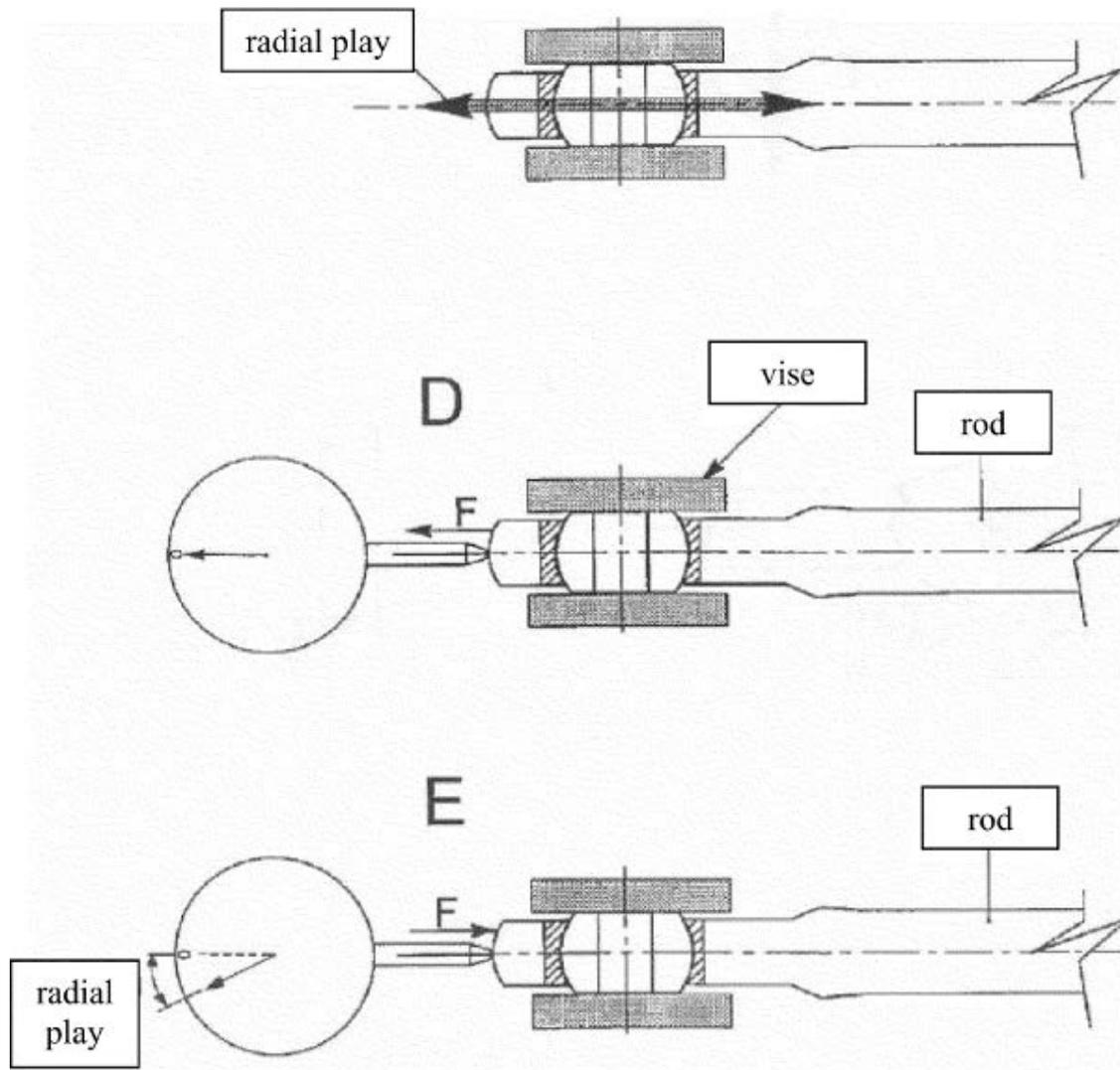


Figure (3) to Paragraph (f)
Measurement of the Radial Play (R) of the Bearing

- (i) Remove the control rod from the helicopter.
- (ii) Mount the control rod in a vise as shown in Figure 2 to Paragraph (f) of this AD.
- (iii) Using a dial indicator, take axial play readings by moving the spherical bearing in the direction F (up and down) as shown in Figure 2 to Paragraph (f) of this AD.
- (iv) Install a bolt through the bearing and secure it with a washer and nut to provide a clamping surface when the bearing is clamped in a vise.
- (v) Mount the control rod and bearing in a vise as shown in Figure 3 to Paragraph (f) of this AD.
- (vi) Using a dial indicator, take radial play measurements by moving the control rod in the direction F as shown in Figure 3 to Paragraph (f) of this AD.
- (vii) Record the hours of operation on each control rod.
- (viii) If the radial play exceeds 0.008 inch or axial play exceeds 0.016 inch, replace the control rod with an airworthy control rod before further flight.
- (ix) If the radial and axial play are within limits, reinstall the control rod.
- (x) Thereafter, at intervals not to exceed 30 hours TIS, remove the control rod and measure the bearing play with a dial indicator in accordance with paragraph (f)(2) of this AD.

(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Robert Grant, Aviation Safety Engineer, Safety Management Group, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email robert.grant@faa.gov.

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

(h) Additional Information

(1) Eurocopter Alert Service Bulletin (ASB) No. 05.00.60 and ASB No. 05.00.56, both Revision 0, and both dated December 9, 2009, which are not incorporated by reference, contain additional information about the subject of this AD. For service information identified in this AD, contact Airbus Helicopters, Inc., 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at <http://www.airbushelicopters.com/techpub>. You may review 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 the European Aviation Safety Agency (EASA) AD No. 2010-0006, dated January 7, 2010. You may view the EASA AD on the Internet at <http://www.regulations.gov> in Docket No. FAA-2011-1158.

(i) Subject

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

Issued in Fort Worth, Texas, on January 31, 2014.

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



2014-04-13 Agusta S.p.A. Helicopters: Amendment 39-17772; Docket No. FAA-2014-0109; Directorate Identifier 2013-SW-049-AD.

(a) Applicability

This AD applies to Agusta S.p.A. (Agusta) Model AB412 and AB412 EP helicopters with a tail rotor blade (T/R) blade, part number (P/N) 212-010-750 (all dash numbers), installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as fatigue cracking of a T/R blade, which could lead to failure of the T/R blade and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective March 25, 2014.

(d) Compliance

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

(e) Required Actions

(1) Within 25 hours time-in-service (TIS) or 30 days, whichever occurs first, and thereafter at intervals not to exceed 25 hours TIS or 30 days, whichever occurs first:

(i) Clean each T/R blade by hand using a mild soap and cheesecloth on both sides of the blade in a spanwise direction and dry thoroughly.

(ii) Using a 3X or higher power magnifying glass and a light, visually inspect the T/R blade skin, leading edge spar, doublers, grip plates, and trailing edge on both sides of each blade for a crack, corrosion (which may be indicated by blistering, peeling, flaking, bubbling, or cracked paint), a nick, a scratch, a dent, or other damage. Pay particular attention to both sides of each T/R blade in the area located 16 to 32 inches from the T/R blade tip (blade station 20.00 to 35.00; the T/R blade tip is located at blade station 51) as depicted by the shaded area in Figure 2 of AgustaWestland Bollettino Tecnico No. 412-136, dated August 13, 2013 (BT). Also, pay particular attention to the inboard T/R blade butt area near the attachment of the external balance weight and screws and to any T/R blade surface that was snagged by cheesecloth, as this may be an indication of a crack or paint chip that could lead to corrosion.

(iii) Using a 10X or higher power magnifying glass and a light, visually inspect both sides of each T/R blade for a crack, corrosion (which may be indicated by blistering, peeling, flaking, bubbling, or cracked paint), a nick, a scratch, a dent or other damage between blade station 20.00 to 35.00 as depicted by the shaded area in Figure 2 of the BT.

(iv) If there is any blistering, peeling, flaking, bubbling, or cracked paint on a T/R blade, remove the paint from the affected area by sanding in a spanwise direction first with abrasive cloth or paper

240-grit or finer and then with abrasive cloth or paper 400-grit or finer. After paint removal, wipe area with a clean cloth dampened with alcohol and dry thoroughly and then visually inspect the affected area for any corrosion or a crack using a 10X or higher power magnifying glass and a light. If any corrosion is found, measure the depth of the damage.

(v) If there is a nick, scratch, or dent on the T/R blade, visually inspect for a crack using a 10X or higher power magnifying glass and a light. Measure the depth of the damage.

(2) Before further flight, remove from service any T/R blade that has a crack, corrosion, a nick, a scratch, a dent, or other damage that exceeds any of the maximum repair damage limits.

(3) Before further flight, repair or remove from service any T/R blade that has corrosion, a nick, a scratch, a dent or other damage that is within the maximum repair damage limits.

(4) Do not install on any helicopter T/R blade P/N 212-010-750 (all dash numbers) unless it has been inspected in accordance with the requirements 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: Robert Grant, Aviation Safety Engineer, Safety Management Group, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email robert.grant@faa.gov.

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

(g) Additional Information

The subject of this AD is addressed in the European Aviation Safety Agency (EASA) AD. No. 2013-0185, dated August 14, 2013. You may view the EASA AD on the Internet at <http://www.regulations.gov> in Docket No. FAA-2014-0109.

(h) Subject

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

(i) Material Incorporated by Reference

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

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

(i) AgustaWestland Bollettino Tecnico No. 412-136, dated August 13, 2013.

(ii) Reserved.

(3) For Agusta service information identified in this AD, contact AgustaWestland, Product Support Engineering, Via del Gregge, 100, 21015 Lonate Pozzolo (VA) Italy, ATTN: Maurizio D'Angelo; telephone 39-0331-664757; fax 39-0331-664680; or at <http://www.agustawestland.com/technical-bulletins>.

(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 February 20, 2014.
Lance T. Gant,
Acting Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2014-05-01 Eurocopter Deutschland GmbH (Eurocopter): Amendment 39-17774; Docket No. FAA-2013-0554; Directorate Identifier 2012-SW-009-AD.

(a) Applicability

This AD applies to Model EC135P1, EC135P2, EC135P2+, EC135T1, EC135T2, and EC135T2+ helicopters with a main gearbox (MGB), part number (P/N) 4649 010 003, 4649 010 005, 4649 010 006, 4649 010 006X, 4649 010 008, 4649 010 008X, 4649 001 007, 4649 010 010, or 4649 010 013 installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a tooth rupture in the MGB. This condition could result in failure of the MGB, loss of power to the main rotor, and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective April 14, 2014.

(d) Compliance

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

(e) Required Actions

(1) Within 100 hours time-in-service (TIS), and thereafter at intervals not to exceed 100 hours or 12 months, whichever occurs first, take an oil sample in accordance with the Accomplishment Instructions, Part 1, of Eurocopter Alert Service Bulletin EC135-63A-012, Revision 5, dated September 6, 2011 (ASB EC135-63A-012).

(2) Within 25 hours TIS after taking the oil sample in paragraph (e)(1) of this AD, analyze the oil sample in accordance with the Accomplishment Instructions, Part 2.A. through Part 2.C. of ASB EC135-63A-012, except that you are not required to contact Eurocopter.

(i) If the analysis indicates Stage II as specified by the Accomplishment Instructions, Part 2.B., of ASB EC135-63A-012, within 25 hours TIS, remove and inspect the oil filter element for a chip, defined as any solid piece of metal but not metallic fuzz or fine particles.

(A) If there are no chips, clean the oil filter element and chip detector, inspect the drive stage tothing, perform a ground run, and inspect for leaking oil in accordance with the Accomplishment Instructions, Part 4.A through 4.G, of ASB EC135-63A-012. Change the oil.

(B) If there is a chip, replace the MGB with an airworthy MGB before further flight.

(ii) If the analysis indicates Stage III as specified by the Accomplishment Instructions, Part 2.B., of ASB EC135-63A-012 and if the water content is between 0.1 and 0.5 percent, within 10 hours TIS, remove and inspect the oil filter element for a chip.

(A) If there are no chips, clean the oil filter element and chip detector, inspect the drive stage toothings, perform a ground run, and inspect for leaking oil in accordance with the Accomplishment Instructions, Part 4.A through 4.G, of ASB EC135-63A-012. Change the oil.

(B) If there is a chip, replace the MGB with an airworthy MGB before further flight.

(3) Before the MGB has accumulated 300 hours TIS, determine whether two or more chip indications have occurred. If two or more chip indications have occurred, inspect the drive stage toothings, perform a ground run, and inspect for leaking oil in accordance with the Accomplishment Instructions, Part 4.A through 4.G, of ASB EC135-63A-012.

(4) Any time there is a chip indication, remove and inspect the chip detector for deposits (fine particles or metallic fuzz) or chips, and remove and inspect the oil filter element for a chip.

(i) If there are no chips and a minimal amount of particles or metallic fuzz, corresponding to Figure 5, Stage A of ASB EC135-63A-012, clean the chip detector and the oil filter element and enter the chip indication on the MGB log card before further flight.

(ii) If there are no chips and some particles or metallic fuzz, corresponding to Figure 5, Stage B of ASB EC135-63A-012, clean the chip detector and the oil filter element and enter the chip indication on the MGB log card before further flight, and within 10 hours TIS inspect the drive stage toothings, perform a ground run, and inspect for leaking oil in accordance with the Accomplishment Instructions, Part 4.A through 4.G, of ASB EC135-63A-012. Perform a ground run for 15 minutes at the flight-idle power setting, and then re-inspect the chip detector for a chip, particles, and metallic fuzz.

(iii) If there is a chip, replace the MGB with an airworthy MGB.

(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

The subject of this AD is addressed in the European Aviation Safety Agency (EASA) AD No. 2009-0106R1, dated November 3, 2011. You may view the EASA AD on the Internet at <http://www.regulations.gov> in Docket No. FAA-2013-0554.

(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-012, Revision 5, dated September 6, 2011.

(ii) Reserved.

(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 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 February 24, 2014.

Bruce E. Cain,
Acting Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2014-05-04 Eurocopter Deutschland GmbH (Eurocopter): Amendment 39-17777; Docket No. FAA-2013-0642; Directorate Identifier 2011-SW-035-AD.

(a) Applicability

This AD applies to Model MBB-BK 117 C-2 helicopters with a jettisonable main cabin sliding door (door) installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as the door detaching uncommanded from the fuselage. This condition could result in the in-flight loss of the door, which could damage the helicopter or cause injury or damage on the ground.

(c) Effective Date

This AD becomes effective April 14, 2014.

(d) Compliance

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

(e) Required Actions

Within 50 hours time-in-service:

(1) Visually inspect each door lock release assembly for a frayed cable, a stripped thread on a screw joint, pitting on a door guide, release cable, or associated hardware, and for correct installation by following the Accomplishment Instructions, paragraph 3.B.1. (a) through (c), except (c)(1) and (c)(2), of Eurocopter Alert Service Bulletin MBB-BK117 C-2-52A-015, Revision 0, dated April 26, 2011 (ASB).

(i) Replace with an airworthy part any frayed cables, screw joints with stripped threads, or any door guides, release cables, and associated hardware with pitting. Allow for a minimum of one millimeter clearance at each end of the release cables.

(ii) Install the aft cover and aft inner handle.

(2) Inspect each middle lever and upper lever locking bolt for correct installation by following the Accomplishment Instructions, paragraphs 3.B.2 and 3.B.3, of the ASB, except that we do not require you to contact Eurocopter.

(3) If the door cannot be correctly rigged after performing the actions required by paragraph (e)(2) of this AD, inspect all hardware, guides, and door attachment points for misalignment or bent fittings. Replace misaligned or bent parts with airworthy parts before you operate the door in-flight and re-inspect according to the requirements in paragraph (e)(2) of this AD.

(f) Special Flight Permits

A one-time flight to a maintenance facility is permitted provided that the door is not opened in 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, Senior Aviation Safety Engineer, Safety Management Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email 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. 2011-0107, dated June 7, 2011. You may view the EASA AD on the Internet at <http://www.regulations.gov> in Docket No. FAA-2013-0642.

(i) Subject

Joint Aircraft Service Component (JASC) Code: 5200, Doors.

(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 MBB-BK117 C-2-52A-015, Revision 0, dated April 26, 2011.

(ii) Reserved.

(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 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 February 20, 2014.

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



2014-05-06 Eurocopter Deutschland GmbH: Amendment 39-17779; Docket No. FAA-2013-0555; Directorate Identifier 2010-SW-047-AD.

(a) Applicability

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

(1) Eurocopter Deutschland GmbH (ECD) Model EC135 P1, P2, P2+, T1, T2, and T2+ helicopters, serial number (S/N) 0005 through 00829, with a tail rotor control lever, part number (P/N) L672M2802205 or L672M1012212; cyclic control lever, P/N L671M1005250; collective control lever assembly, P/N L671M2020108; or collective control plate, P/N L671M5040207; installed; and

(2) Model MBB-BK 117 C-2 helicopters, S/N 9004 through 9310, with a tail rotor control lever assembly, P/N B672M1007101 or B672M1807101; tail rotor control lever, P/N B672M1002202 or L672M2802205; or lateral control lever assembly, P/N B670M1008101, installed.

(b) Unsafe Condition

This AD defines the unsafe condition as incorrectly installed flight control bearings. This condition could cause the affected control lever to shift and contact the helicopter structure, resulting in reduced control of the helicopter.

(c) Effective Date

This AD becomes effective April 14, 2014.

(d) Compliance

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

(e) Required Actions

(1) For Model EC135 P1, P2, P2+, T1, T2, and T2+ helicopters:

(i) Within the next 100 hours time-in-service (TIS) or at the next annual inspection, whichever occurs, modify the left-hand (LH) and right-hand (RH) guidance units and the cyclic shaft by installing bushings and washers to prevent shifting of the bearings in the axial direction as follows:

(A) Remove and disassemble the LH guidance unit and install a bushing, P/N L672M1012260, between the bearing block and the lever of the LH guidance unit as depicted in Detail A of Figure 5 of Eurocopter Alert Service Bulletin EC135-67A-019, Revision 3, dated December 16, 2009 (EC135 ASB).

(B) For helicopters without a yaw brake, remove and disassemble the RH guidance unit and install a bushing, P/N L672M1012260, between the bearing block and the lever as depicted in Detail B of Figure 5 of EC135 ASB.

(C) Remove and disassemble the cyclic shaft and install a washer, P/N L671M1005260, between the bearing block and the lever as depicted in Detail C of Figure 6 of EC135 ASB.

(D) Remove the collective control rod from the bellcrank and install a washer, P/N L221M1042208, on each side of the collective control rod and bellcrank as depicted in Detail D of Figure 6 of EC135 ASB.

(E) At intervals not to exceed 800 hours TIS or 36 months, whichever occurs first, inspect the bearings in the LH guidance unit, RH guidance unit, cyclic control, upper guidance unit, and linear voltage differential transducer plate for play. If any bearing is loose, replace the affected bearing with an airworthy bearing.

(2) For Model MBB-BK 117 C-2 helicopters:

(i) Within the next 100 hours TIS or at the next annual inspection, whichever occurs first, modify the LH and RH guidance units and the lateral control lever by installing bushings and washers to prevent shifting of the bearings in the axial direction as follows:

(A) Remove and disassemble the RH guidance unit and install a bushing, P/N L672M1012260, between the lever and the bracket as depicted in Detail B of Figure 4 of Eurocopter Alert Service Bulletin MBB BK117 C-2-67A-010, Revision 3, dated February 8, 2010 (BK117 ASB). Remove and disassemble the LH guidance unit and install a bushing, P/N L672M1012260, between the lever and the bracket as depicted in Detail C of Figure 4 of BK117 ASB.

(B) Remove the lateral control lever and install new bushings in accordance with the Accomplishment Instructions, paragraphs 3.C(9)(a) through 3.C(9)(g), of BK 117 ASB.

(C) Identify the modified lever assembly by writing "MBB BK117 C-2-67A-010" on the lever with permanent marking pen and protect with a single layer of lacquer (CM 421 or equivalent).

(D) Apply corrosion preventive paste (CM 518 or equivalent) on the shank of the screws and install airworthy parts as depicted in Figure 5 of BK117 ASB.

(E) At intervals not to exceed 600 hours TIS or 24 months, whichever occurs first, inspect the bearings in the RH guidance unit, LH guidance unit, and lateral control guidance unit for play. If any bearing is loose, replace the affected bearing with an airworthy bearing.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Matt Fuller, Senior Aviation Safety Engineer, Safety Management Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, TX 76137; telephone (817) 222-5110; email 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.

(g) Additional Information

The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2010-0058, dated March 30, 2010. You may view the EASA AD on the Internet at <http://www.regulations.gov> in Docket No. FAA-2013-0555.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 6710, Main Rotor Control.

(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 EC135-67A-019, Revision 3, dated December 16, 2009.

(ii) Eurocopter Alert Service Bulletin MBB BK117 C-2-67A-010, Revision 3, dated February 8, 2010.

(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 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 February 20, 2014.

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



2014-05-07 Airbus Helicopters (Type Certificate Previously Held by Eurocopter France):
Amendment 39-17780; FAA-2013-0477; Directorate Identifier 2011-SW-015-AD.

(a) Applicability

This AD applies to Model AS350B, BA, B1, B2, C, D, and D1 helicopters and Model AS355E, F, F1, F2, and N helicopters, with a tail gearbox (TGB) control lever, part number (P/N) 350A33-1058-00, P/N 350A33-1058-01, P/N 350A33-1058-02, or P/N 350A33-1058-03, both with and without an "X" marked near the P/N, installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a crack in the TGB control lever. This condition could result in failure of the TGB control lever, loss of tail rotor control, and subsequent loss of control of the helicopter.

(c) Affected ADs

This AD supersedes AD 2010-11-51, Amendment 39-16396 (75 FR 50874, August 18, 2010).

(d) Effective Date

This AD becomes effective April 15, 2014.

(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 a lever not marked with an "X" near the P/N, within 10 hours time-in-service (TIS), and thereafter at intervals not to exceed 10 hours TIS, using a mirror and appropriate light source, visually inspect the TGB control lever for a crack as shown in area "A" of Figure 2 of Eurocopter Emergency Alert Service Bulletin No. 05.00.62, Revision 2, dated March 1, 2011 (EASB No. 05.00.62), for Model AS350 helicopters, and Eurocopter Emergency Alert Service Bulletin No. 05.00.57, Revision 2, dated March 1, 2011 (EASB No. 05.00.57), for Model AS355 helicopters. If there is a crack, before further flight, replace each cracked TGB control lever with a TGB control lever with a P/N not listed in paragraph (a) of this AD.

(2) For Model AS355N helicopters, within 110 hours TIS, or if the helicopter has reached 100 or more hours TIS, within the next 10 hours TIS, and thereafter at intervals not to exceed 110 hours TIS, using a mirror and appropriate light source, inspect each TGB control lever for a crack as shown in area "C" of Figure 8 of EASB No. 05.00.62 or EASB No. 05.00.57, as applicable to your model helicopter.

(3) Within 660 hours TIS, replace each TGB control lever with a reworked TGB control lever marked with an "X" near the P/N or with a TGB control lever with a P/N not listed in paragraph (a) of this AD.

(4) For all model helicopters except Model AS355N, within 660 hours TIS, or if the helicopter has reached 605 or more hours TIS within the next 55 hours TIS, and thereafter at intervals not to exceed 660 hours TIS, using a mirror and appropriate light source, inspect each TGB control lever for a crack as shown in area "C" of Figure 8 of EASB No. 05.00.62 or EASB No. 05.00.57, as applicable to your model helicopter.

(5) If there is a crack, before further flight, replace each cracked TGB control lever with a TGB control lever with a P/N not listed in paragraph (a) of this AD.

(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Robert Grant, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Safety Management Group, 2601 Meacham Blvd., Fort Worth, TX 76137, telephone (817) 222-5110, email robert.grant@faa.gov.

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

(h) Related Information

The subject of this AD is addressed in European Aviation Safety Agency (EASA) Emergency AD No. 2011-0038-E, dated March 4, 2011, and superseded EASA Emergency AD No. 2010-0082-E, dated April 27, 2010. You may view the EASA AD on the Internet at <http://www.regulations.gov> in Docket No. FAA-2013-0477.

(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 Emergency Alert Service Bulletin (EASB), No. 05.00.62, Revision 2, dated March 1, 2011.

(ii) Eurocopter EASB No. 05.00.57, Revision 2, dated March 1, 2011.

Note 1 to paragraph (j)(2): Eurocopter EASB No. 05.00.62, Revision 2, dated March 1, 2011, and Eurocopter EASB No. 05.00.57, Revision 2, dated March 1, 2011, are co-published as one document along with Eurocopter EASB No. 05.00.38, Revision 2, dated March 1, 2011, and Eurocopter EASB No. 05.00.35, Revision 2, dated March 1, 2011, which are not incorporated by reference in this AD.

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

(4) You may view this service information 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 February 26, 2014.

Bruce E. Cain,
Acting Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2014-05-08 Airbus Helicopters (Type Certificate Previously Held by Eurocopter France):
Amendment 39-17781; Docket No. FAA-2013-0573; Directorate Identifier 2012-SW-042-AD.

(a) Applicability

This AD applies to Airbus Helicopters Model AS332L1 helicopters with the following serial numbers, certificated in any category: 2635, 2641, 2644, 9007, 9008, and 9009.

(b) Unsafe Condition

This AD defines the unsafe condition as non-conforming rivets installed on the left-hand (LH) and right-hand (RH) Y350 longitudinal beams (longitudinal beams Y350) of the bottom structure. This condition could result in failure of the web/flange assembly connections of the longitudinal beams Y350 and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective April 15, 2014.

(d) Compliance

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

(e) Required Actions

Within 10 hours time-in-service, replace the 3.2 mm rivets, part-number (P/N) 21215DC3200J, of the RH and LH longitudinal beams Y350 of the bottom structure with 4.8 mm rivets, P/N 21215DC4800J, as shown in Figures 2 and 3 of Eurocopter Emergency Alert Service Bulletin No. 01.00.81, Revision 0, dated March 19, 2012.

(f) Alternative Methods of Compliance (AMOCs)

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

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

(g) Additional Information

The subject of this AD is addressed in European Aviation Safety Agency (EASA) Emergency AD No. 2012-0046-E, dated March 21, 2012. You may view the EASA AD on the Internet at www.regulations.gov in Docket No. FAA-2013-0573.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 5314: Fuselage Main, Keel.

(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 Emergency Alert Service Bulletin No. 01.00.81, Revision 0, dated March 19, 2012.

Note 1 to paragraph (i)(2): Eurocopter Emergency Alert Service Bulletin No. 01.00.81, Revision 0, dated March 19, 2012, is co-published as one document along with Eurocopter Emergency Alert Service Bulletin No. 01.00.46, Revision 0, dated March 19, 2012, which is not incorporated by reference in this AD.

(ii) Reserved.

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

(4) You may view this service information 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 February 26, 2014.

Bruce E. Cain,
Acting Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2014-05-11 Airbus Helicopters (Type Certificate Previously Held by Eurocopter France):
Amendment 39-17784; Docket No. FAA-2013-0872; Directorate Identifier 2013-SW-012-AD.

(a) Applicability

This AD applies to Model AS332C, AS332L, AS332L1, AS332L2, EC225LP, and SA330J helicopters with a tail rotor control turnbuckle (turnbuckle), part number (P/N) 330A27-5031-20, installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as failure of a turnbuckle. This condition could result in loss of the tail rotor control and subsequent loss of helicopter control.

(c) Effective Date

This AD becomes effective April 15, 2014.

(d) Compliance

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

(e) Required Actions

(1) For helicopters delivered before March 1, 2013, within 110 hours time-in-service (TIS) or 3 months, whichever occurs first, and for helicopters delivered on or after March 1, 2013, within 12 months, and thereafter for all helicopters at intervals not to exceed 12 months, using a light source visually inspect the tappings, middle hole, and external surface of each turnbuckle for corrosion or a crack. Indications of corrosion include dirt, a bulge, faded paint, a powdery deposit, or a pit that is white or red in color.

(i) If there is corrosion or a crack on the tappings or middle hole of the internal surface of a turnbuckle, replace the turnbuckle before further flight.

(ii) If there is a crack on the external surface of a turnbuckle, replace the turnbuckle before further flight.

(iii) If there is corrosion on the external surface of the turnbuckle, remove the corrosion, recondition the surface, and measure the corrosion depth in accordance with paragraph 3.B.2.b.2 of Eurocopter Alert Service Bulletin (ASB) No. EC225-05A031, ASB No. AS332-05.00.95, or ASB No. SA330-05.98, all Revision 1, and all dated June 5, 2013, as applicable to your model helicopter, except that you are not required to interpret the results per ASB paragraph 1.E.2.

(A) If the measured corrosion depth is greater than 0.3 mm, replace the turnbuckle before further flight.

(B) If the measured corrosion depth is 0.3 mm or less, do the following:

(1) Before further flight, treat the turnbuckle for corrosion in accordance with paragraph 3.B.2.c of ASB No. EC225-05A031, ASB No. AS332-05.00.95, or ASB No. SA330-05.98, all Revision 1, and all dated June 5, 2013, as applicable to your model helicopter.

(2) Within 6 months from when the turnbuckle is treated for corrosion, replace the turnbuckle.

(2) After installation of a turnbuckle, P/N 330A27-5031-20, with greater than 0 hours TIS, before next flight accomplish the actions of paragraph (e)(1) of this AD.

(f) Special Flight Permits

Special flight permits are prohibited.

(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Robert Grant, Aviation Safety Engineer, Safety Management Group, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email robert.grant@faa.gov.

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

(h) Additional Information

The subject of this AD is addressed in the European Aviation Safety Agency (EASA) AD No. 2013-0081, dated March 26, 2013 and EASA AD No. 2013-0081R1, dated June 20, 2013. You may view the EASA ADs on the Internet at <http://www.regulations.gov> in Docket No. FAA 2013-0872.

(i) Subject

Joint Aircraft Service Component (JASC) Code: 6700, Rotorcraft Flight Control.

(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. EC225-05A031, Revision 1, dated June 5, 2013.

(ii) Eurocopter Alert Service Bulletin No. AS332-05.00.95, Revision 1, dated June 5, 2013.

(iii) Eurocopter Alert Service Bulletin No. SA330-05.98, Revision 1, dated June 5, 2013.

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

(4) You may view this service information 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 February 20, 2014.
Lance T. Gant,
Acting Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2014-05-15 Airbus Helicopters (Type Certificate Previously Held by Eurocopter France):
Amendment 39-17788; Docket No. FAA-2013-0826; Directorate Identifier 2011-SW-046-AD.

(a) Applicability

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

(i) Model AS332C, AS332L, AS332 L1, and AS332 L2 helicopters with a hoist beam, Part Number (P/N) 330A87-2345-00, -01, -02, -03, -04, -05, or -06, installed with a single or double hoist plate; and

(ii) Model SA330J helicopters with a hoist beam, P/N 330A87-2345-00, -01, -02, -03, -04, -05, or -06, installed with a single hoist plate.

(b) Unsafe Condition

The unsafe condition is defined as hoist cable jamming and subsequent cable failure, which could result in injuries or damage to the helicopter.

(c) Effective Date

This AD becomes effective April 15, 2014.

(d) Compliance

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

(e) Required Actions

(1) Before the next hoist operation:

(i) For all helicopters, install a placard in full view of the hoist operator that states: **IN CASE OF CABLE JAM AGAINST STRUT DO NOT ATTEMPT TO RAISE OR LOWER LOAD.**

(ii) For helicopters with a hoist control electrical harness routed at the base of the hoist supporting strut:

(A) Disable the hoist pyrotechnic shear function.

(B) Install a placard on the instrument panel in full view of the flight crew that states: **HOIST PYROTECHNIC SHEAR FUNCTION DISABLED.**

(C) Install a placard in full view of the hoist operator that states: **HOIST PYROTECHNIC SHEAR FUNCTION DISABLED. IN CASE OF NECESSITY, CUT THE HOIST CABLE WITH THE SHEARS LOCATED IN THE CABIN.**

(iii) For helicopters listed in paragraph (a)(1)(i) of this AD with a tray-mounted double hoist installed with the back-up electrical hoist power supply harness routed at the base of the hoist supporting strut, do one of the following:

(A) Install a hoist beam lower fitting protector in accordance with the Accomplishment Instructions, paragraph 2.B.2.b of Eurocopter Emergency Alert Service Bulletin No. 25.02.08, Revision 3, dated July 6, 2011 (EASB No. 25.02.08), and if a short footstep, P/N 332P21-9000-00 or

332P21-2052-01, is installed, also install the short footstep with lower side protector in accordance with the Accomplishment Instructions, paragraph 2.B.2.c.2, of EASB No. 25.02.08; or

(B) Install two placards, one in full view of the flight crew and one in full view of the hoist operator, that state: IN-FLIGHT OPERATION OF THE HOIST IS PROHIBITED.

(2) Within 60 hours time-in-service:

(i) For helicopters listed in paragraph (a)(1)(i) of this AD without a tray-mounted double hoist installed with the back-up electrical hoist power supply harness routed at the base of the hoist supporting strut and without a right hand sliding door, P/N 332A22-1165-01, installed, do one of the following:

(A) Install a hoist beam lower fitting protector in accordance with the Accomplishment Instructions, paragraph 2.B.2.b, of EASB No. 25.02.08 and if a short footstep, P/N 332P21-9000-00 or 332P21-2052-01, is installed, also install the short footstep with lower side protector in accordance with the Accomplishment Instructions, paragraph 2.B.2.c.2, of EASB No. 25.02.08; or

(B) Install two placards, one in full view of the flight crew and one in full view of the hoist operator, that state: IN-FLIGHT OPERATION OF THE HOIST IS PROHIBITED.

(ii) For helicopters listed in paragraph (a)(1)(i) of this AD with a right hand sliding door, P/N 332A22-1165-01, installed, do one of the following:

(A) Install a hoist beam lower fitting protector in accordance with the Accomplishment Instructions, paragraph 2.B.5, of EASB No. 25.02.08; or

(B) Install two placards, one in full view of the flight crew and one in full view of the hoist operator, that state: IN-FLIGHT OPERATION OF THE HOIST IS PROHIBITED.

(iii) For Model SA330J helicopters, do one of the following:

(A) Install a hoist beam lower fitting protector in accordance with the Accomplishment Instructions, paragraph 2.B.4, of Eurocopter Emergency Alert Service Bulletin No. 25.39, Revision 3, dated July 6, 2011; or

(B) Install two placards, one in full view of the flight crew and one in full view of the hoist operator, that state: IN-FLIGHT OPERATION OF THE HOIST IS PROHIBITED.

(3) For any helicopter that has been modified per paragraph (e)(1)(iii)(A), (e)(2)(i)(A), (e)(2)(ii)(A), or (e)(2)(iii)(A) of this AD, do the following before the next hoist operation:

(i) Re-establish the hoist pyrotechnic shear function if disabled per paragraph (e)(1)(ii)(A) of this AD.

(ii) Remove any placards if installed as required by paragraph (e)(1)(i), (e)(1)(ii)(B), (e)(1)(ii)(C), (e)(1)(iii)(B), (e)(2)(i)(B), (e)(2)(ii)(B), or (e)(2)(iii)(B) 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: Robert Grant, Aviation Safety Engineer, Safety Management Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone 817-222-5110; email robert.grant@faa.gov.

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

(g) Additional Information

The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2009-0271R1, dated July 8, 2011. You may view the EASA AD on the Internet at <http://www.regulations.gov> in Docket No. FAA-2013-0826.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 2500, Cabin Equipment/Furnishings.

(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 Emergency Alert Service Bulletin No. 25.02.08, Revision 3, dated July 6, 2011.

(ii) Eurocopter Emergency Alert Service Bulletin No. 25.39, Revision 3, dated July 6, 2011.

Note 1 to paragraph (i)(2): Eurocopter Emergency Alert Service Bulletin (EASB) No. 25.02.08 and Eurocopter EASB No. 25.39, both Revision 3, and both dated July 6, 2011, are co-published as one document along with Eurocopter EASB No. 25.01.29, Revision 3, dated July 6, 2011, which is not incorporated by reference in this AD.

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

(4) You may view this service information 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 February 26, 2014.

Bruce E. Cain,
Acting Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2014-05-29 Continental Motors, Inc. (formerly Teledyne Continental Motors, Continental):
Amendment 39-17801; Docket No. FAA-2007-0051; Directorate Identifier 2007-NE-37-AD.

(a) Effective Date

This AD is effective April 25, 2014.

(b) Affected ADs

This AD supersedes AD 2009-16-03, Amendment 39-15986 (74 FR 38896, August 5, 2009).

(c) Applicability

This AD applies to:

(1) Continental Motors, Inc. (CMI) IO-520, TSIO-520, and IO-550 series reciprocating engines with replacement Superior Air Parts, Inc. (SAP) parts manufacturer approval (PMA) investment cast cylinder assemblies, part numbers (P/Ns) SA52000-A1, SA52000-A20P, SA52000-A21P, SA52000-A22P, SA52000-A23P, SA55000-A1, or SA55000-A20P, installed.

(2) All other engine models approved for the use of CMI 520 and 550 cylinder assemblies such as the CMI 470 series engines when modified by Supplemental Type Certificate (STC), with SAP investment cast cylinder assemblies, P/Ns SA52000-A1, SA52000-A20P, SA52000-A21P, SA52000-A22P, SA52000-A23P, SA55000-A1, or SA55000-A20P, installed.

(3) This AD applies to all serial numbers for the P/Ns listed in paragraphs (c)(1) and (c)(2) of this AD.

(4) If no SAP replacement cylinders were installed during engine maintenance since the CMI engines were new, then this AD does not apply.

(d) Unsafe Condition

This AD was prompted by the need to add to the applicability all other engine models approved for the use of CMI 520 and 550 cylinder assemblies such as the CMI 470 series engines when modified by STC, with affected SAP investment cast cylinder assemblies installed. We are issuing this AD to prevent the separation of the cylinder head, damage to the engine, and damage to the airplane.

(e) Compliance

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

(f) Identification of SAP Cylinder Assemblies

Seeing the SAP cylinder assembly P/Ns referenced in paragraphs (c)(1) and (c)(2) of this AD may be difficult because the assembly P/Ns are stamped on the bottom cylinder flange. Therefore, you may review the engine maintenance records instead of the steps listed in paragraphs (f)(1) and

(f)(2) of this AD, to see if the engine records identify the P/Ns of the cylinders installed. If the records do not identify the P/Ns of the cylinders installed, do the following:

(1) Remove the valve cover from the cylinder assembly.

(2) Look at the top of the cylinder head for the casting markings "AMCAST" or "CP" (note that the cylinder head casting part number, P/N SAC 52001 "I" or P/N SAC 55001 "I", will also be visible). If a cylinder head has these markings, do the steps required by paragraphs (g) through (j) of this AD.

(g) Initial Inspection of SAP Cylinder Assemblies

For engines and cylinders listed in paragraphs (c)(1) and (c)(2) of this AD, with cylinders over 750 flight hours (FH) time-in-service (TIS) on the effective date of this AD, do the following initial inspection within 25 FH TIS.

(1) Inspect each cylinder head around the exhaust valve side for visual cracks or any signs of black combustion leakage.

(2) Replace any cracked or leaking cylinders before further flight.

(3) Perform a standard cylinder compression test. Guidance on standard cylinder compression tests can be found in Teledyne Continental Aircraft Engine Service Bulletin SB03-3, Differential Pressure Test and Borescope Inspection Procedures for Cylinders, dated March 28, 2003.

(i) If the cylinder pressure gauge reads below 60 pounds per square inch, determine if the unacceptable pressure is due to a cracked cylinder.

(ii) To check the cylinder, apply a 2-percent soapy water solution to the side of the leaking cylinder.

(iii) If you see air bubbles, indicating air leakage, on the side of the cylinder head, or near the head-to-cylinder interface, replace the cylinder assembly before further flight.

(h) Repetitive Inspections of SAP Cylinder Assemblies

Thereafter, repeat the cylinder visual inspections and compression tests specified in paragraphs (g)(1) through (g)(3)(iii) of this AD, within every 50 FH time-since-last inspection until the cylinder reaches the TIS as listed in paragraph (i) of this AD.

(i) Replacing SAP Cylinder Assemblies

For installed cylinders, replace the affected SAP cylinders at the earliest of the following:

(1) When the cylinder reaches the operating hours TIS between overhaul limits specified in Table 1, "Engine Time Between Overhaul", in Continental Motors Aircraft Engine Service Information Letter SIL98-9C, Revision C, dated July 17, 2013; or

(2) When the cylinder reaches 12 calendar years-since-installation.

(j) Prohibition Against Installing Certain P/Ns of SAP Cylinder Assemblies

After the effective date of this AD, do not install or reinstall after any removal, any SAP investment cast cylinder assembly, P/Ns SA52000-A1, SA52000-A20P, SA52000-A21P, SA52000-A22P, SA52000-A23P, SA55000-A1, or SA55000-A20P, in any engine.

(k) Alternative Methods of Compliance (AMOCs)

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

(l) Special Flight Permits

Under 14 CFR Part 39.23, we will not approve special flight permits for this AD for engines that have failed the visual inspection or the 50-hour periodic cylinder assembly compression test required by this AD.

(m) Related Information

For more information about this AD, contact Peter W. Hakala, Aerospace Engineer, Special Certification Office, FAA, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, TX 76137; phone: 817-222-5145; fax: 817-222-5785; email: peter.w.hakala@faa.gov.

(n) 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) Continental Motors Aircraft Engine Service Information Letter SIL98-9C, Revision C, dated July 17, 2013.

(ii) Reserved.

(3) For Continental Motors, Inc. service information identified in this AD, contact Continental Motors, Inc., 2039 Broad St., Mobile, AL 36615; phone: 251-438-3411; Web site: http://www.continentalmotors.aero/Support_Materials/Publications/Service_Bulletins.

(4) You may view this service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

(5) You may view this service information 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 Burlington, Massachusetts, on March 4, 2014.
Colleen M. D'Alessandro,
Assistant Directorate Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2014-06-01 M7 Aerospace LLC: Amendment 39-17805, Docket No. FAA-2013-1057; Directorate Identifier 2013-CE-041-AD.

(a) Effective Date

This AD is effective April 25, 2014.

(b) Affected ADs

None.

(c) Applicability

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

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code: 5312, Fuselage Main, Bulkhead.

(e) Unsafe Condition

This AD was prompted by reports of airplanes with multiple fatigue cracks in the FS 69.31 front pressure bulkhead. We are issuing this AD to detect and correct cracks in the FS 51.31 (SA26 airplanes) and FS 69.31 (SA226 and SA227 airplanes) front pressure bulkhead, which if not corrected, could result in cabin depressurization.

(f) Compliance

Comply with this AD within the compliance times specified in paragraphs (h) through (j) of this AD, including all subparagraphs, unless already done.

(g) Inspection for Crack Damage

Do a detailed visual inspection of the front pressure bulkhead using the compliance times in paragraphs (h)(1) and (h)(2) of this AD, including all subparagraphs, as applicable.

(1) For all SA26-AT and SA26-T airplanes: Do a detailed visual inspection of the F.S. 51.31 front pressure bulkhead following paragraphs A. through E. of the Accomplishment Instructions in M7 Aerospace LLC SA26 Series Service Bulletin 26-53-001 R1, revised November 6, 2013.

(2) For all SA226-AT, SA226-T, SA226 T(B), and SA226-TC airplanes: Do a detailed visual inspection of the F.S. 69.31 front pressure bulkhead following paragraphs A. through E. of the Accomplishment Instructions in M7 Aerospace LLC SA226 Series Service Bulletin 226-53-017 R1, revised November 6, 2013.

(3) For all SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), and SA227-TT airplanes: Do a detailed visual inspection of the F.S. 69.31 front pressure bulkhead following paragraphs A. through E. of the Accomplishment Instructions in M7 Aerospace LLC SA227 Series Service Bulletin 227-53-011 R1, revised November 6, 2013.

(4) For all SA227-CC and SA227-DC (C-26B) airplanes: Do a detailed visual inspection of the F.S. 69.31 front pressure bulkhead following paragraphs A. through E. of the Accomplishment Instructions in M7 Aerospace LLC SA227 Series Commuter Category Service Bulletin CC7-53-007 R1, revised November 6, 2013.

Note 1 to paragraph (g) of this AD: Operators who had the initial inspection and resulting repairs accomplished using procedures different from the M7 Aerospace LLC service information required by this AD action may apply for an alternative method of compliance (AMOC) following the instructions in paragraph (m) of this AD.

(h) Bulkhead Inspection Compliance Times

(1) Initially do the inspections for crack damage required by paragraph (g)(1), (g)(2), (g)(3), or (g)(4) of this AD, as applicable, using the compliance times specified below:

(i) For airplanes with 30,000 or more hours TIS, perform the inspection within the next 150 hours TIS after April 25, 2014 (the effective date of this AD);

(ii) For airplanes with at least 25,000 but less than 30,000 hours TIS, perform the inspection within the next 300 hours TIS after April 25, 2014 (the effective date of this AD);

(iii) For airplanes with at least 20,000 but less than 25,000 hours TIS, perform the inspection within the next 450 hours TIS after April 25, 2014 (the effective date of this AD);

(iv) For airplanes with at least 11,000 but less than 20,000 hours TIS, perform the inspection within the next 600 hours TIS after April 25, 2014 (the effective date of this AD); or

(v) For airplanes with less than 11,000 hours TIS, perform the inspection before or upon accumulating 11,000 hours TIS or within the next 600 hours TIS after April 25, 2014 (the effective date of this AD), whichever occurs later.

(2) After the initial inspection specified in paragraph (h)(1) of this AD, to include all subparagraphs, repetitively thereafter do the inspections required in paragraph (g)(1), (g)(2), (g)(3), or (g)(4) of this AD, as applicable, at intervals not to exceed 1,000 hours TIS.

(i) Reporting Requirement for All Airplanes

If any cracks or other damage is found during any inspection required by paragraph (g)(1), (g)(2), (g)(3), or (g)(4) of this AD, before further flight, report all damage to M7 Aerospace LLC using the contact information and reporting criteria specified in paragraph F. of the Accomplishment Instructions in the service information listed in paragraphs (i)(1) through (i)(4) of this AD, as applicable:

(1) M7 Aerospace LLC SA227 Series Commuter Category Service Bulletin CC7-53-007 R1, revised November 6, 2013.

(2) M7 Aerospace LLC SA227 Series Service Bulletin 227-53-011 R1, revised November 6, 2013.

(3) M7 Aerospace LLC SA26 Series Service Bulletin 26-53-001 R1, revised November 6, 2013.

(4) M7 Aerospace LLC SA226 Series Service Bulletin 226-53-017 R1, revised November 6, 2013.

(j) Repair of Crack Damage

If any damage is found during any inspection required by paragraph (g)(1), (g)(2), (g)(3), or (g)(4) of this AD, before further flight, repair the damage following paragraph G. of the

Accomplishment Instructions in the service information listed in paragraphs (j)(1) through (j)(4) of this AD, as applicable. The repair scheme provided will be based on the damage reports submitted per paragraph (i) of this AD.

- (1) M7 Aerospace LLC SA227 Series Commuter Category Service Bulletin CC7-53-007 R1, revised November 6, 2013.
- (2) M7 Aerospace LLC SA227 Series Service Bulletin 227-53-011 R1, revised November 6, 2013.
- (3) M7 Aerospace LLC SA26 Series Service Bulletin 26-53-001 R1, revised November 6, 2013.
- (4) M7 Aerospace LLC SA226 Series Service Bulletin 226-53-017 R1, revised November 6, 2013.

(k) Credit for Actions Accomplished in Accordance With Previous Service Information

This AD allows credit for the initial inspection and any resulting actions required in paragraphs (g)(1) through (g)(4), (i), and (j) of this AD, including all subparagraphs, if done before April 25, 2014 (the effective date of this AD), following the procedures specified in the Accomplishment Instructions of the applicable service information listed in paragraphs (k)(1) through (k)(4) of this AD:

- (1) M7 Aerospace LLC SA227 Series Commuter Category Service Bulletin CC7-53-007, dated September 26, 2013.
- (2) M7 Aerospace LLC SA227 Series Commuter Category Service Bulletin 227-53-011, dated September 26, 2013.
- (3) M7 Aerospace LLC SA26 Series Service Bulletin 226-53-001, dated September 26, 2013.
- (4) M7 Aerospace LLC SA226 Series Service Bulletin 226-53-017, dated September 26, 2013.

(l) Paperwork Reduction Act Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

(m) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Fort Worth Airplane 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 (n)(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.

(n) Related Information

For more information about this AD, contact Andrew McAnaul, Aerospace Engineer, FAA, ASW-150 (c/o San Antonio MIDO), 10100 Reunion Place, Suite 650, San Antonio, Texas 78216; phone: (210) 308-3365; fax: (210) 308-3370; email: andrew.mcanaul@faa.gov.

(o) 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 SA227 Series Commuter Category Service Bulletin CC7-53-007 R1, revised November 6, 2013.

(ii) M7 Aerospace LLC SA227 Series Service Bulletin 227-53-011 R1, revised November 6, 2013.

(iii) M7 Aerospace LLC SA26 Series Service Bulletin 26-53-001 R1, revised November 6, 2013.

(iv) M7 Aerospace LLC SA226 Series Service Bulletin 226-53-017 R1, revised November 6, 2013.

(3) For M7 Aerospace LLC service information identified in this AD, contact M7 Aerospace LP, 10823 NE Entrance Road, San Antonio, Texas 78216; phone: (210) 824-9421; fax: (210) 804-7766; Internet: <http://www.elbitsystems-us.com>; email: none.

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

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

Issued in Kansas City, Missouri, on March 7, 2014.

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