

**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES**

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

**BIWEEKLY 2017-15**

*7/10/2017 - 7/23/2017*



Federal Aviation Administration  
Continued Operational Safety Policy Section, AIR-141  
P.O. Box 25082  
Oklahoma City, OK 73125-0460

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

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

**Biweekly 2017-01**

2016-24-51		Sikorsky Aircraft Corporation	S-92A
2016-25-13	S 2016-04-12	Safran Helicopter Engines, S.A.	Arriel 2B, 2B1, 2C, 2C1, 2C2, 2D, 2E, 2S1, and 2S2
2016-25-14		Airbus Helicopters Deutschland GmbH	BO-105LS A-3
2016-25-19	S 2010-21-07	Airbus Helicopters	AS350B3 and EC130B4
2016-25-20		Airbus Helicopters	EC130B4, EC130T2, AS350B, AS350B1, AS350B2, AS350B3, AS350BA, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP
2016-25-28		Airbus Helicopters	AS355NP
2016-26-01		AGUSTAWESTLAND S.P.A.	AB139 and AW139
2016-26-04		Robinson Helicopter Company	R44 and R44 II; R66
2016-26-08	R 2014-22-01	PILATUS AIRCRAFT LTD.	PC-12, PC-12/45, PC-12/47, and PC-12/47E
2016-26-09	S 2016-06-01	B-N Group Ltd.	BN-2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN-2T-4R, BN-2T, BN2A MK. III, BN2A MK. III-2, and BN2A MK. III-3

**Biweekly 2017-02**

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

**Biweekly 2017-03**

No ADs

**Biweekly 2017-04**

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

**Biweekly 2017-05**

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

**Biweekly 2017-06**

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

**Biweekly 2017-07**

2017-07-02		Sikorsky Aircraft Corporation	269D and Model 269D Configuration A helicopters
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**SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes; R - Replaces			
2017-07-01		M7 Aerospace LLC	SA226-T, SA226-AT, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), and SA227-TT airplanes
2017-06-03	R 81-09-09	Meggitt (Troy), Inc.	921, 930, 937, 940, 944, 945, 977, 978, 979, 8240, 8253, 8259, and 8472 combustion heaters
<b>Biweekly 2017-08</b>			
2017-07-10		American Champion Aircraft Corp.	8KCAB airplanes
2017-05-51		Bell Helicopter Textron Canada	429 helicopters
2017-07-08		Airbus Helicopters Deutschland GmbH	MBB-BK 117 D-2 helicopters
2017-07-09		Sikorsky Aircraft Corporation	S-92A helicopters
<b>Biweekly 2017-09</b>			
2017-08-07		Learjet, Inc	60
2017-08-09		DG Flugzeugbau GmbH	DG-500MB
2017-08-12		GROB Aircraft AG	GROB G 109 and GROB G 109B
2017-09-02		Airbus Helicopters Deutschland GmbH	MBB-BK 117 C-2 and MBB-BK 117 D-2
2017-06-11		Airbus Helicopters	EC120B
<b>Biweekly 2017-10</b>			
2017-09-05		Airbus Helicopters	AS332C, AS332C1, AS332L, AS332L1, AS332L2, and EC225LP helicopters
2017-09-07		Airbus Helicopters Deutschland GmbH	MBB-BK 117 C-2 helicopters
<b>Biweekly 2017-11</b>			
2017-10-02	S 2015-11-01	Slingsby Aviation Ltd.	T67M260 and T67M260-T3A airplanes
2017-10-03	R 2003-11-12	ZLIN AIRCRAFT a.s.	Z-242L airplanes
2017-10-09		Textron Aviation Inc.	402C, 414A airplanes
2017-10-11		Stemme AG	S10-VT gliders
2017-10-14	S 2014-07-07	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, and Jetstream Series 3101 airplanes
2017-10-20		Piper Aircraft, Inc.	PA-31, PA-31-300, and PA-31-325; PA-31-350 airplanes
2017-11-03		DG Flugzeugbau GmbH	DG-500MB gliders
<b>Biweekly 2017-12</b>			
2017-10-03	R 2003-11-12	ZLIN AIRCRAFT a.s	Z-242L airplanes
2017-10-14	S 2014-07-07	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, and Jetstream Series 3101 airplanes
2017-11-08		Diamond Aircraft Industries GmbH	DA 42 airplanes
2017-11-09	R 2017-08-07	Learjet, Inc.	60 airplanes
2017-11-11		NavWorx, Inc.	ADS600-B and ADS600-EXP ADS-B Universal Access Transceiver units
2017-11-16		PILATUS AIRCRAFT LTD.	PC-12/47E airplanes
<b>Biweekly 2017-13</b>			
2017-11-10		Lycoming Engines	TIO-540-AJ1A reciprocating engines
2017-12-04	S 2016-20-04	Airbus Helicopters	SA 341G and Model SA 342J helicopters
2017-13-03		Bell Helicopter Textron Canada Limited	429 helicopters
2017-13-04		Airbus Helicopters Deutschland GmbH	MBB-BK 117 C-2 (including configuration C-2e) and Model MBB-BK 117 D-2 helicopters
<b>Biweekly 2017-14</b>			
2017-13-06		DG Flugzeugbau GmbH	DG-400, DG-500M, DG-500MB, DG-800A, and DG-800B
<b>Biweekly 2017-15</b>			
2017-10-10		Sikorsky Aircraft Corporation	S-92A helicopters
2017-10-12		Airbus Helicopters	AS332C, AS332C1, AS332L, AS332L1, AS332L2, and EC225LP helicopters

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

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes; R - Replaces			
2017-14-04	R 95-26-13	Piper Aircraft, Inc.	PA-28-140, PA-28-150, PA-28-151, PA-28-161, PA-28-160, PA-28-180, PA-28-181, PA-28-235, PA-28-236, PA-28R-180, PA-28R-200, PA-28R-201, PA-28S-160, PA-28S-180, PA-32-260, PA-32-300, PA-32-301, PA-32-301T, PA-32R-300, PA-32R-301 (SP), PA-32R-301 (HP), PA-32R-301T, PA-32RT-300, PA-32RT-300T, and PA-32S-300 airplanes
2017-14-05	S 93-17-13	Airbus Helicopters	SA330J helicopters
2017-14-06		Sikorsky Aircraft Corporation	TH55A, 269A, 269A-1, 269B, 269C and 269C-1 helicopters
2017-15-02		Bell Helicopter Textron, Inc.	212 and 412 helicopters



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**2017-10-10 Sikorsky Aircraft Corporation:** Amendment 39-18884; Docket No. FAA-2016-5443; Directorate Identifier 2016-SW-021-AD.

**(a) Applicability**

This AD applies to Sikorsky Aircraft Corporation (Sikorsky) Model S-92A helicopters, serial numbers 920006 through 920298, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as a false fire warning. This condition could result in an unnecessary emergency landing or ditching.

**(c) Effective Date**

This AD becomes effective August 25, 2017.

**(d) Compliance**

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

**(e) Required Actions**

Within 180 hours time-in-service:

(1) For helicopters with a No. 2 engine outboard flame detector bracket assembly (bracket) (either part number (P/N) 92070-30033-014, or both P/N 92070-30033-011 and 92070-30033-015) installed, and with a No. 2 engine flame detector harness assembly (harness) P/N 92310-04201-041 installed: If the harness was installed before the bracket, replace the harness.

(2) For helicopters with a bracket (either P/N 92070-30033-014, or both P/N 92070-30033-011 and 92070-30033-015) installed, and without a harness P/N 92310-04201-041 installed: Remove the harness and install harness P/N 92310-04201-041 by following the Accomplishment Instructions, section 3.C.1, of Sikorsky S-92 Customer Service Notice 92-094, Revision B, dated June 14, 2016 (CSN 92-094).

(3) For helicopters without a bracket (either P/N 92070-30033-014, or both P/N 92070-30033-011 and 92070-30033-015) installed, and with a harness P/N 92310-04201-041 installed:

(i) Install a bracket P/N 92070-30033-014 by following the Instructions, paragraph D, of Sikorsky Special Service Instructions No. 92-107G, Revision G, dated February 25, 2016 (SSI 92-107G).

(ii) Replace the harness.

(4) For helicopters without a bracket (either P/N 92070-30033-014, or both P/N 92070-30033-011 and 92070-30033-015) installed, and without a harness P/N 92310-04201-041 installed:

(i) Install a bracket P/N 92070-30033-014 by following the Instructions, paragraph D, of SSI 92-107G.

(ii) Remove the harness and install harness P/N 92310-04201-041 by following the Accomplishment Instructions, section 3.C.1, of CSN 92-094.

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

(1) The Manager, Boston Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Kristopher Greer, Aerospace Engineer, Boston Aircraft Certification Office, Engine & Propeller Directorate, 1200 District Avenue, Burlington, Massachusetts 01803; telephone (781) 238-7799; email kristopher.greer@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**

Sikorsky S-92 Alert Service Bulletin 92-26-006, Basic Issue, dated February 25, 2016, and Sikorsky S-92 Alert Service Bulletin 92-26-007, Basic Issue, dated June 14, 2016, which are not incorporated by reference, contain additional information about the subject of this AD. For service information identified in this AD, contact Sikorsky Aircraft Corporation, Customer Service Engineering, 124 Quarry Road, Trumbull, CT 06611; telephone 1-800-Winged-S or 203-416-4299; email wcs\_cust\_service\_eng.gr-sik@lmco.com. You may review a copy of this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177.

**(h) Subject**

Joint Aircraft Service Component (JASC) Code: 2612, Fire Detection.

**(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) Sikorsky S-92 Customer Service Notice 92-094, Revision B, dated June 14, 2016.

(ii) Sikorsky Special Service Instructions No. 92-107G, Revision G, dated February 25, 2016.

(3) For Sikorsky service information identified in this AD, contact Sikorsky Aircraft Corporation, Customer Service Engineering, 124 Quarry Road, Trumbull, CT 06611; telephone 1-800-Winged-S or 203-416-4299; email wcs\_cust\_service\_eng.gr-sik@lmco.com.

(4) You may view this service information at FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkw., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222-5110.

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

Issued in Fort Worth, Texas, on May 5, 2017.

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



**2017-10-12 Airbus Helicopters:** Amendment 39-18886; Docket No. FAA-2016-6693; Directorate Identifier 2015-SW-033-AD.

**(a) Applicability**

This AD applies to Model AS332C, AS332C1, AS332L, AS332L1, AS332L2, and EC225LP helicopters with an intermediate gear box (IGB) fairing part number (P/N) 332A24-0303-05XX, 332A24-0303-06XX, 332A08-1391-00, or 332A08-1391-01 installed, where “XX” is any two alphanumeric characters, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as detachment of the angle section of an IGB and subsequent interference between an IGB fairing and tail rotor inclined drive shaft. This condition could result in failure of a tail rotor drive shaft, loss of the tail rotor drive, and subsequent loss of control of the helicopter.

**(c) Effective Date**

This AD becomes effective August 15, 2017.

**(d) Compliance**

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

**(e) Required Actions**

(1) Within 15 hours time-in-service (TIS) and thereafter at intervals not to exceed 15 hours TIS, visually inspect the IGB fairing and the left- and right-hand attachment supports for a crack as shown in Figure 2 of Airbus Helicopters Emergency Alert Service Bulletin (EASB) No. 53.01.47, Revision 5, dated March 9, 2015 (EASB No. 53.01.47) or EASB No. 53A001, Revision 5, dated March 9, 2015 (EASB No. 53A001), as appropriate for your model helicopter.

(i) If there is a crack in an attachment support, replace the attachment support.

(ii) If there is a crack in the fairing, replace the IGB fairing with IGB fairing P/N 332A24-0322-00 in accordance with the Accomplishment Instructions, paragraph 3.B.2, of Airbus Helicopters Service Bulletin No. AS332-53.01.78, Revision 0, dated March 9, 2015 (SB No. AS332-53.01.78) or Service Bulletin No. EC225-53-041, Revision 0, dated March 9, 2015 (SB No. EC225-53-041), as appropriate for your model helicopter.

(2) For helicopters with IGB fairing P/N 332A24-0303-05XX or P/N 332A24-0303-06XX, within 15 hours TIS and thereafter at intervals not to exceed 15 hours TIS, visually inspect for a crack in the fairing gutter as shown in Figure 1 of EASB No. 53.01.47 or EASB No. 53A001. If there is a crack in the fairing gutter:

(i) Inspect for interference and separation of the fairing gutter. If there is any interference between the gutter and the tail rotor inclined drive shaft tube, replace the tail rotor inclined drive shaft

tube. If there is any interference between the gutter and a hydraulic pipe, repair or replace the hydraulic pipe. If there is any interference between the gutter and the flight controls, repair the flight controls in accordance with FAA-approved procedures. If there is any separation of the gutter, remove the gutter.

(ii) Replace the IGB fairing with IGB fairing P/N 332A24-0322-00 in accordance with the Accomplishment Instructions, paragraph 3.B.2, of SB No. AS332-53.01.78 or SB No. EC225-53-041.

(3) Within 150 hours TIS, replace the IGB fairing P/N 332A24-0303-05XX, 332A24-0303-06XX, 332A08-1391-00, or 332A08-1391-01 with IGB fairing P/N 332A24-0322-00 in accordance with the Accomplishment Instructions, paragraph 3.B.2, of SB No. AS332-53.01.78 or SB No. EC225-53-041.

(4) Replacing the IGB fairing with IGB fairing P/N 332A24-0322-00 is terminating action for the repetitive inspections required by this AD.

(5) Do not install an IGB fairing P/N 332A24-0303-05XX, P/N 332A24-0303-06XX, P/N 332A08-1391-00, or P/N 332A08-1391-01 on any helicopter.

#### **(f) Credit for Actions Previously Completed**

Compliance with Airbus Helicopters Emergency Alert Service Bulletin (EASB) No. 53.01.47, and EASB No. 53A001, both Revision 4, and both dated September 27, 2011, before the effective date of this AD is considered acceptable for compliance with the initial inspections specified in paragraphs (e)(1) and (e)(2) of this AD, but does not constitute terminating action for the repetitive inspections required by 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: David Hatfield, Aviation Safety Engineer, Safety Management Group, Rotorcraft Directorate, FAA, 10101 Hillwood Pkwy, Fort Worth, TX 76177; telephone (817) 222-5116; email 9-ASW-FTW-AMOC-Requests@faa.gov.

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

#### **(h) Additional Information**

The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2015-0092, dated May 26, 2015. You may view the EASA AD on the Internet at <http://www.regulations.gov> in Docket No. FAA-2016-6693.

#### **(i) Subject**

Joint Aircraft Service Component (JASC) Code: 5350 Aerodynamic Fairings.

#### **(j) Material Incorporated by Reference**

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

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

(i) Airbus Helicopters Emergency Alert Service Bulletin No. 53.01.47, Revision 5, dated March 9, 2015.

Note 1 to paragraphs (j)(2)(i) and (ii): Airbus Helicopters Emergency Alert Service Bulletin No. 53.01.47 and No. 53A001, both Revision 5, and both dated March 9, 2015, are co-published as one document along with Airbus Helicopters Emergency Alert Service Bulletin No. 53.00.48, Revision 5, dated March 9, 2015, which is not incorporated by reference in this AD.

(ii) Airbus Helicopters Emergency Alert Service Bulletin No. 53A001, Revision 5, dated March 9, 2015.

(iii) Airbus Helicopters Service Bulletin No. AS332-53.01.78, Revision 0, dated March 9, 2015.

(iv) Airbus Helicopters Service Bulletin No. EC225-53-041, Revision 0, dated March 9, 2015.

(3) For Airbus Helicopters service information identified in this AD, contact Airbus Helicopters, 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at [https://www.airbushelicopters.com/techpub/FO/scripts/myFO\\_login.php](https://www.airbushelicopters.com/techpub/FO/scripts/myFO_login.php).

(4) You may view this service information at FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy, Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222-5110.

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

Issued in Fort Worth, Texas, on May 5, 2017.

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



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**2017-14-04 Piper Aircraft, Inc.:** Amendment 39-18948; Docket No. FAA-2016-9254; Directorate Identifier 2015-CE-030-AD.

**(a) Effective Date**

This AD is effective August 15, 2017.

**(b) Affected ADs**

This AD replaces AD 95-26-13, Amendment 39-9472 (60 FR 67321, December 29, 1995) (“AD 95-26-13”).

**(c) Applicability**

This AD applies to Piper Aircraft, Inc. Models PA-28-140, PA-28-150, PA-28-151, PA-28-161, PA-28-160, PA-28-180, PA-28-181, PA-28-235, PA-28-236, PA-28R-180, PA-28R-200, PA-28R-201, PA-28S-160, PA-28S-180, PA-32-260, PA-32-300, PA-32-301, PA-32-301T, PA-32R-300, PA-32R-301 (SP), PA-32R-301 (HP), PA-32R-301T, PA-32RT-300, PA-32RT-300T, and PA-32S-300 airplanes, all serial numbers, that are:

- (1) Equipped with one or more oil cooler hose assemblies that do not meet technical standard order C53a (TSO-C53a), Type D requirements; and
- (2) Certificated in any category.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 79, Engine Oil.

**(e) Unsafe Condition**

AD 95-26-13 was prompted by numerous incidents/accidents caused by rupture or failure of the oil cooler hose assemblies. This AD action was prompted by requests to clarify the intent of AD 95-26-13. We are issuing this AD to prevent rupture or failure of the oil cooler hose assemblies, which could result in engine stoppage with consequent loss of control.

**(f) Compliance**

Comply with this AD within the compliance times specified, unless already done. You may review the flow chart found in appendix 1 to assist you in complying with the actions of this AD.

**(g) Inspection Procedures for an Oil Cooler Mounted AT or AFT of the Rear of the Engine**

For any oil cooler hose assemblies that do not meet TSO-C53a, Type D requirements: Within the next 100 hours time-in-service (TIS) after February 5, 1996 (the effective date retained from AD 95-26-13), and repetitively thereafter at intervals not to exceed 100 hours TIS, inspect the fire sleeve of

each oil cooler hose assembly for soaked oil, a brownish or whitish color, and any evidence of brittleness or deterioration as a result of heat or oil seepage. See figure 1 to paragraphs (g) and (h) of this AD for additional information.

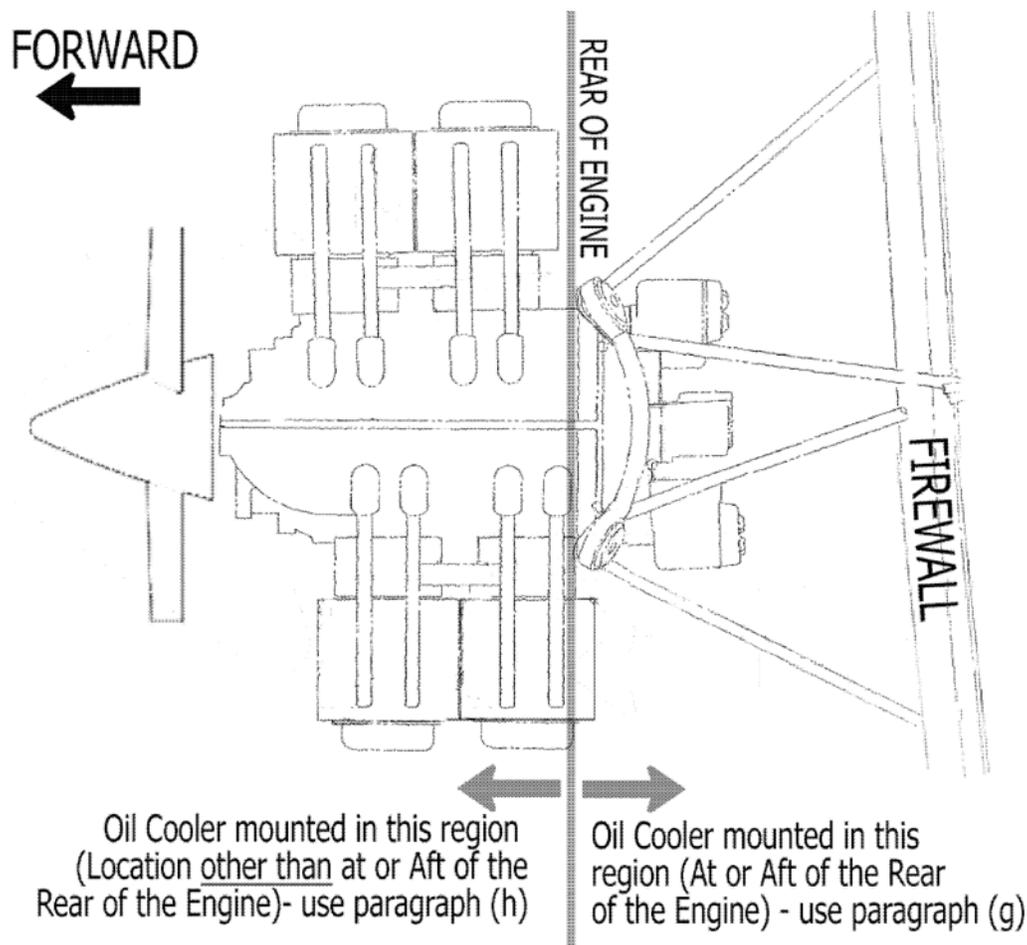


Figure 1 to paragraphs (g) and (h) of this AD: Oil cooler

Note 1 to paragraphs (g) and (h)(1) of this AD: Although not required by this AD, the FAA recommends that an oil cooler hose assembly flexibility test be done at 100-hour TIS intervals by gently lifting each oil cooler hose assembly in several places along its bottom surface, ideally at the center of an arc. If the oil cooler hose assembly moves slightly, either from side-to-side or upward, then some flexibility remains. If the oil cooler hose assembly appears hardened or inflexible, replacement is recommended.

**(h) Inspection Procedures for an Oil Cooler Mounted in a Location Other Than AT or AFT of the Rear of the Engine**

(1) For any oil cooler hose assemblies that do not meet TSO-C53a, Type D requirements: Within the next 100 hours TIS after February 5, 1996 (the effective date retained from AD 95-26-13), and repetitively thereafter at intervals not to exceed 100 hours TIS, inspect the fire sleeve of each oil cooler hose assembly for soaked oil, a brownish or whitish color, and any evidence of brittleness or deterioration as a result of heat or oil seepage. See figure 1 to paragraphs (g) and (h) of this AD for additional information.

(2) For any oil cooler hose assemblies that do not meet TSO-C53a, Type D requirements: Within the next 100 hours TIS after February 5, 1996 (the effective date retained from AD 95-26-13) and repetitively thereafter at intervals not to exceed 100 hours TIS, inspect the oil cooler hose assemblies

to ensure the installation conditions in paragraphs (h)(2)(i) through (iii) of this AD are met. See figure 1 to paragraphs (g) and (h) of this AD for additional information. If the conditions listed in paragraphs (h)(2)(i) through (iii) of this AD are not met, before further flight, make any necessary adjustments. See figure 2 to paragraph (h)(2) of this AD for additional information.

(i) The oil cooler hose assemblies pass underneath and behind the electrical ground cable and in front of the lower of the two engine mounts.

(ii) The oil cooler hose assemblies are secured to the engine mount strut and a clearance of at least 2 inches exists between the oil cooler hose assemblies and the exhaust stack.

(iii) Oil cooler hose assemblies with a minimum outer diameter of 0.75 inch are installed with a bend radius of at least 6.5 inches.

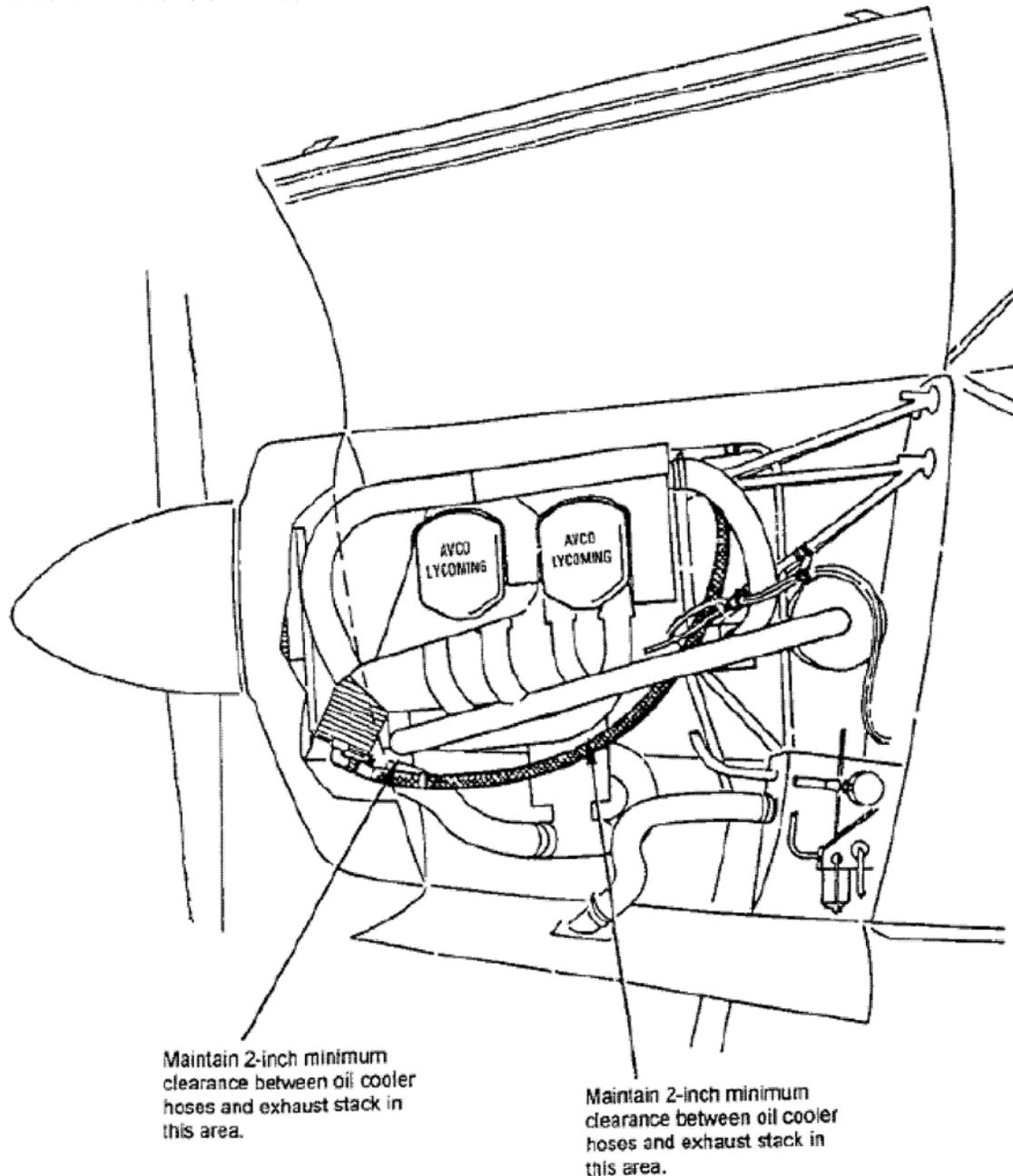


Figure 2 to paragraph (h)(2) of this AD: Acceptable clearances

**(i) Corrective Actions**

(1) If any of the conditions described in paragraph (g) or (h)(1) of this AD are found on an oil cooler hose assembly during the inspection required in paragraph (g) or (h)(1) of this AD, as applicable, before further flight, replace the oil cooler hose assembly with a serviceable new or used TSO-C53a Type D oil cooler hose assembly or TSO-C53a Type C oil cooler hose assembly. If a used TSO-C53a Type C oil cooler hose assembly is installed, it must have documented hours TIS.

Note 2 to paragraphs (i)(1) and (j) of this AD: If only one of the two oil cooler hose assemblies requires replacement, the FAA recommends replacing both of the oil cooler hose assemblies to simplify tracking the hours TIS of the assemblies.

(2) If a newly installed oil cooler hose assembly is a TSO-C53a Type C oil cooler hose assembly and it is mounted in a location other than at or aft of the rear of the engine, then replacement of the oil cooler hose assembly must meet the conditions listed in paragraphs (h)(2)(i) through (iii) of this AD.

(3) If compliance with paragraphs (i)(1) and (i)(2) of this AD results in both oil cooler hose assemblies of an airplane meeting TSO-C53a Type D requirements, then the requirements of this AD are terminated for the airplane.

**(j) Life Limit of TSO-C53a Type C Oil Cooler Hose Assemblies**

(1) When a TSO-C53a Type C oil cooler hose assembly accumulates 8 years or 1,000 hours TIS, whichever occurs first, replace the oil cooler hose assembly with a serviceable new or used TSO-C53a Type D oil cooler hose assembly or TSO-C53a Type C oil cooler hose assembly. If a used TSO-C53a Type C oil cooler hose assembly is installed, it must have documented hours TIS. If the newly installed oil cooler is a TSO-C53a Type C oil cooler hose assembly and it is mounted in a location other than at or aft of the rear of the engine the installation must meet the conditions listed in paragraphs (h)(2)(i) through (iii) of this AD.

(2) You may at any time before a TSO-C53a Type C oil cooler hose assembly exceeds the life limit in paragraph (j)(1) of this AD, replace a TSO-C53a Type C oil cooler hose assembly with a TSO-C53a Type D oil cooler hose assembly.

(3) If compliance with paragraphs (j)(1) or (j)(2) of this AD results in both oil cooler hose assemblies of an airplane meeting TSO-C53a Type D requirements, then the requirements of this AD are terminated for the airplane.

**(k) 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 paragraph (k) of this AD.

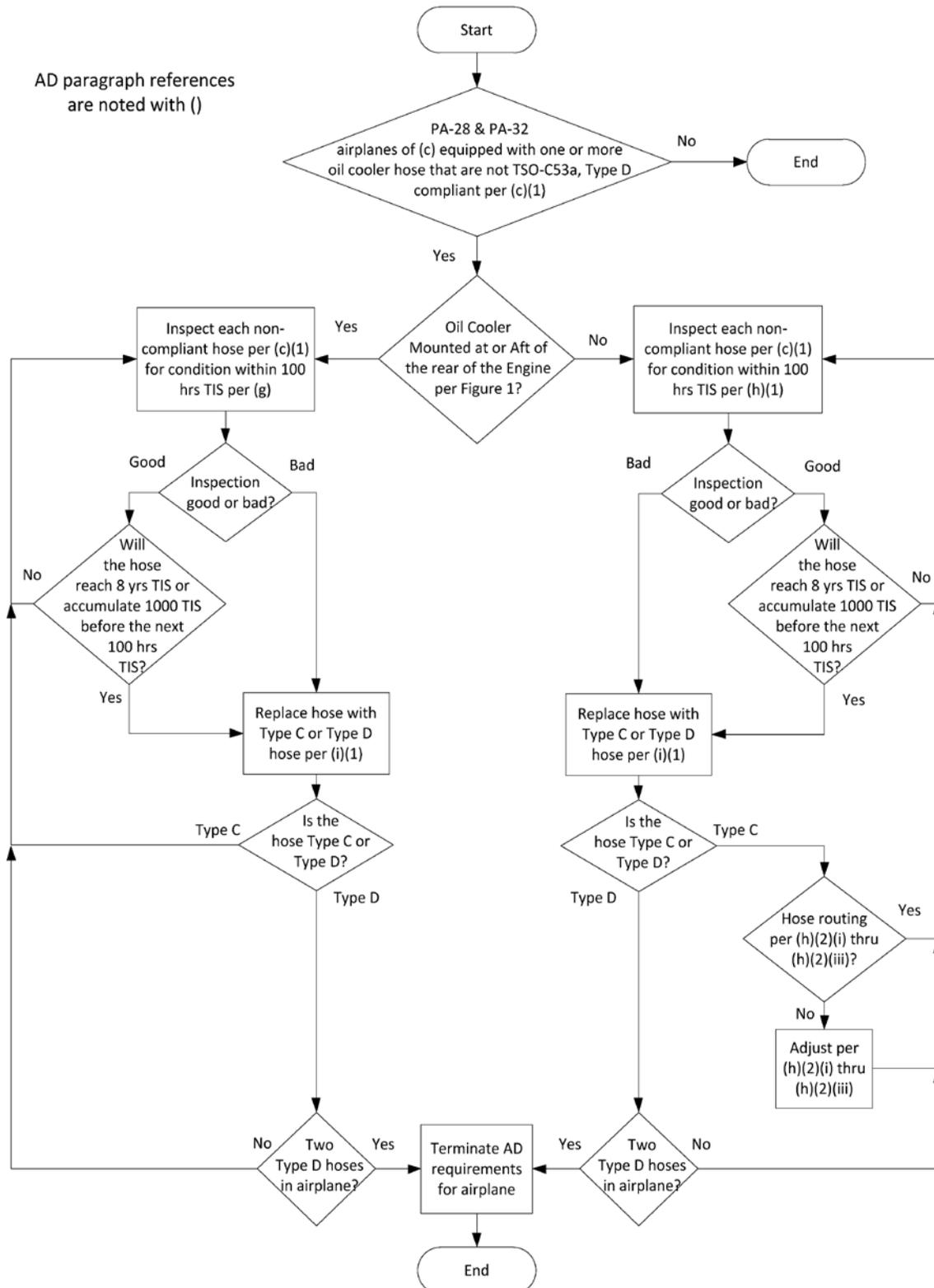
(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(3) AMOCs approved for AD 95-26-13 (60 FR 67321, December 29, 1995) are not approved as AMOCs for the corresponding provisions of this AD.

**(I) Related Information**

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

Appendix 1 to AD 2017-14-04



Issued in Kansas City, Missouri, on June 29, 2017.  
Pat Mullen,  
Acting Manager, Small Airplane Directorate,  
Aircraft Certification Service.



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**2017-14-05 Airbus Helicopters:** Amendment 39-18949; Docket No. FAA-2017-0060; Directorate Identifier 2016-SW-090-AD.

**(a) Applicability**

This AD applies to Airbus Helicopters Model SA330J helicopters, certificated in any category, with a left-hand and a right-hand hydraulic pump part number FR65WEO2005-175A with a serial number 4108, 4141, 4177, 4227, 4241, 4284, 4377, 4422, 4570, 4573, 4574, 4641, 4649, 4668, 4766, 4802, 4821, 4831, 4837, 4888, 4896, 4946, 4985, 5023, 5071, 5304, 5366, 5376, 5409, 5442, 5486, 5599, 5630, 94075/01, or 94048/01 installed.

**(b) Unsafe Condition**

This AD defines the unsafe condition as failure of a screw attaching the hydraulic pump cover. This condition could result in failure of a cover bolt and loss of fluid from the hydraulic pump, resulting in loss of the hydraulic system and subsequent loss of helicopter control.

**(c) Effective Date**

This AD becomes effective July 26, 2017.

**(d) Compliance**

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

**(e) Required Actions**

(1) Within 15 hours time-in-service, replace the right-hand hydraulic pump with an airworthy hydraulic pump that is not listed in paragraph (a) of this AD.

(2) After the effective date of this AD, do not install on any helicopter a hydraulic pump that is listed in paragraph (a) 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: Matt Fuller, Senior Aviation Safety Engineer, Safety Management Group, Rotorcraft Directorate, FAA, 10101 Hillwood Pkwy, Fort Worth, TX 76177; telephone (817) 222-5110; email 9-ASW-FTW-AMOC-Requests@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector,

the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

**(h) Additional Information**

(1) Airbus Helicopters Emergency Alert Service Bulletin (EASB) No. SA330-29.12, Revision 0, dated December 22, 2016, and Nexter Mechanics Alert Service Bulletin No. NM/INGE/16-140, Revision 0, dated December 22, 2016, 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, 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, 10101 Hillwood Pkwy, Room 6N-321, Fort Worth, TX 76177.

(2) The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2016-264-E, dated December 22, 2016. You may view the EASA AD on the Internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2017-0060.

**(i) Subject**

Joint Aircraft Service Component (JASC) Code: 2913, Hydraulic Pump (Electric/Engine) Main.

Issued in Fort Worth, Texas, on June 30, 2017.

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



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**2017-14-06 Sikorsky Aircraft Corporation (Type Certificate Previously Held By Schweizer Aircraft Corporation):** Amendment 39-18950; Docket No. FAA-2016-6968; Directorate Identifier 2015-SW-020-AD.

**(a) Applicability**

This AD applies to Model TH55A, 269A, 269A-1, 269B, 269C and 269C-1 helicopters, with a lower coupling driveshaft (driveshaft) part number (P/N) 269-5412, 269A5504, 269A5504-003, 269A5504-005, 269A5559, or 269A5559-003 installed, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as failure of a driveshaft. This condition could result in loss of power to the rotor system and subsequent loss of helicopter control.

**(c) Affected ADs**

This AD supersedes AD 93-17-13, Amendment 39-8684 (58 FR 51770, October 5, 1993).

**(d) Effective Date**

This AD becomes effective August 25, 2017.

**(e) Compliance**

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

**(f) Required Actions**

(1) Within 25 hours time-in-service (TIS), install engine and rotor tachometer markings in accordance with Part II of Schweizer Aircraft Service Bulletin B-257.1, dated May 21, 1993.

(2) Within 25 hours TIS and thereafter at intervals not to exceed 150 hours TIS:

(i) Visually inspect the driveshaft for corrosion, a pit, a nick, a scratch, a dent, and a crack in accordance with the Accomplishment Instructions, paragraph 3.B.(1) through 3.B.(6) of Sikorsky 269C Helicopter Alert Service Bulletin B-307, Basic Issue, dated December 18, 2014 (269C ASB), or Sikorsky 269C-1 Helicopter Alert Service Bulletin C1B-043, Basic Issue, dated December 18, 2014 (269C-1 ASB), whichever is applicable for your model helicopter, except we do not require that you use a Sikorsky recommended vendor list. If there is any corrosion, a pit, a nick, a scratch, a dent, or a crack, replace the driveshaft before further flight.

(ii) If there is no corrosion and no pits, nicks, scratches, dents, and cracks, magnetic particle inspect the driveshaft for a crack in accordance with paragraph 3.C.(1) of the 269C ASB or 269C-1 ASB, whichever is applicable for your model helicopter. This magnetic particle inspection must be performed by a Level II or higher technician with the National Aerospace Standard 410 or equivalent

certification who has performed a magnetic particle inspection within the last 12 months. If there is a crack, replace the driveshaft before further flight.

**(g) Credit for Actions Previously Completed**

Compliance with paragraph (a)(1) of AD 93-17-13, Amendment 39-8684 (58 FR 51770, October 5, 1993) before the effective date of this AD is considered acceptable for compliance with the actions specified in paragraph (f)(1) of this AD.

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

(1) The Manager, Boston Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Blaine Williams, Aerospace Engineer, Boston Aircraft Certification Office, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, Massachusetts 01803; telephone (781) 238-7161; email blaine.williams@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.

**(i) Additional Information**

For Schweizer or Sikorsky service information identified in this AD, contact Sikorsky Aircraft Corporation, Customer Service Engineering, 124 Quarry Road, Trumbull, CT 06611; telephone 1-800-Winged-S or 203-416-4299; email wcs\_cust\_service\_eng.gr-sik@lmco.com. You may review a copy of information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177.

**(j) Subject**

Joint Aircraft Service Component (JASC) Code: 6300, Main Rotor Drive System.

**(k) 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.

(3) The following service information was approved for IBR on August 25, 2017.

(i) Sikorsky 269C Helicopter Alert Service Bulletin B-307, Basic Issue, dated December 18, 2014.

(ii) Sikorsky 269C-1 Helicopter Alert Service Bulletin C1B-043, Basic Issue, dated December 18, 2014.

(4) The following service information was approved for IBR on October 20, 1993 (58 FR 51770, October 5, 1993).

(i) Schweizer Aircraft Corporation Service Bulletin B-257.1, dated May 21, 1993.

(ii) Reserved.

(5) For Schweizer or Sikorsky service information identified in this AD, contact Sikorsky Aircraft Corporation, Customer Service Engineering, 124 Quarry Road, Trumbull, CT 06611; telephone 1-800-Winged-S or 203-416-4299; email wcs\_cust\_service\_eng.gr-sik@lmco.com.

(6) You may view this service information at FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222-5110.

(7) 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 July 3, 2017.

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



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**2017-15-02 Bell Helicopter Textron, Inc. (Bell):** Amendment 39-18962; Docket No. FAA-2017-0701; Directorate Identifier 2016-SW-063-AD.

**(a) Applicability**

This AD applies to Bell Model 212 and 412 helicopters, certificated in any category, with an engine oil check valve part number (P/N) 209-062-520-001 or fuel check valve P/N 209-062-607-001 manufactured by Circor Aerospace, marked “Circle Seal” and with a manufacturing date code of “10/11” (October 2011) through “03/15” (March 2015), installed.

**(b) Unsafe Condition**

This AD defines the unsafe condition as a cracked or leaking check valve, which could result in loss of lubrication or fuel to the engine, failure of the engine or a fire, and subsequent loss of control of the helicopter.

**(c) Effective Date**

This AD becomes effective August 4, 2017.

**(d) Compliance**

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

**(e) Required Actions**

(1) Within 25 hours time-in-service:

- (i) Replace each fuel check valve.
- (ii) For Model 212 helicopters, replace each engine oil check valve.

(2) After the effective date of this AD, do not install any check valve P/N 209-062-520-001 or P/N 209-062-607-001 manufactured by Circor Aerospace, marked “Circle Seal” and with a manufacturing date code of “10/11” (October 2011) through “03/15” (March 2015), on any helicopter.

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

(1) The Manager, Delegation Systems Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Jurgen E. Priester, Aviation Safety Engineer, Delegation Systems Certification Office, ASW-130, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5159; email [jurgen.e.priester@faa.gov](mailto:jurgen.e.priester@faa.gov).

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

**(g) Additional Information**

Bell Alert Service Bulletin (ASB) 212-15-153, dated September 4, 2015; Bell ASB 212-15-155, dated September 15, 2015; and Bell ASB 412-15-168, dated September 15, 2015, which are not incorporated by reference, contain additional information about the subject of this AD. For service information identified in this AD, contact Bell Helicopter Textron, Inc., P.O. Box 482, Fort Worth, TX 76101; telephone (817) 280-3391; fax (817) 280-6466; or at <http://www.bellcustomer.com/files/>. You may review this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177.

**(h) Subject**

Joint Aircraft Service Component (JASC) Codes: 7900 Engine Oil System and 2800 Aircraft Fuel System.

Issued in Fort Worth, Texas, on July 7, 2017.  
Scott A. Horn,  
Acting Manager, Rotorcraft Directorate,  
Aircraft Certification Service.