

**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES**

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

**BIWEEKLY 2014-09**

*4/21/2014 - 5/4/2014*



Federal Aviation Administration  
Engineering Procedures Office, AIR-110  
P.O. Box 25082  
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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
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
<b>Biweekly 2014-07</b>			
2014-05-10	S 2012-25-04	Airbus Helicopters	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters
2014-05-27 2014-06-03		Rockwell Collins British Aerospace Regional Aircraft	Mode S transponders Jetstream Series 3101 and Jetstream Model 3201 airplanes
2014-06-06 2014-06-07 2014-06-51	S 2013-12-06	SOCATA Alexander Schleicher Airbus Helicopters Deutschland	TBM 700 airplanes ASK 21 gliders MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, and MBB-BK 117 C-2 helicopters
2014-07-51 2014-07-52		Agusta Airbus Helicopters	AB139 and AW139 helicopters AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters
<b>Biweekly 2014-08</b>			
2014-07-04 2014-07-06	S 2007-19-09R1	Sikorsky Turbomeca S.A.	S-92A helicopters Arriel 2B1 turboshaft engines
<b>Biweekly 2014-09</b>			
2014-07-07 2014-07-08 2014-07-09	S 87-02-04	British Aerospace (Operations) Limited Centrair British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, and Jetstream Series 3101 101, 101A, 101P, and 101AP gliders Jetstream Series 3101 and Model 3201
2014-07-10		Ballonbau Wörner GmbH	NL-280/STU, NL-380/STU, NL-510/STU, NL-640/STU, NL-840/STU, and NL-1000/STU balloons
2014-08-06 2014-08-10 2014-09-01 2014-09-02	COR S 2013-14-08	Sikorsky Aircraft Corporation Austro Engine GmbH AgustWestland S.p.A. M7 Aerospace LLC	S-76A, B, and C helicopters E4 engines A109C, A109E, A109K2, and A119 helicopters SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-TT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), SA26-T, and SA26-AT
2014-09-03	S 99-07-11	SOCATA	TBM 700



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**2014-07-07 British Aerospace (Operations) Limited:** Amendment 39-17821; Docket No. FAA-2014-0020; Directorate Identifier 2013-CE-039-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective June 3, 2014.

**(b) Affected ADs**

This AD supersedes AD 87-02-04, Amendment 39-5497 (51 FR 47211, December 31, 1986).

**(c) Applicability**

This AD applies to British Aerospace (Operations) Limited Model HP.137 Jetstream Mk.1, Jetstream Series 200, and Jetstream Series 3101 airplanes, all serial numbers, certificated in any category.

**(d) Subject**

Air Transport Association of America (ATA) Code 32: Landing Gear.

**(e) Reason**

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as cracking of the forward main landing gear (MLG) yoke pintle that resulted from corrosion pits leading to stress corrosion. We are issuing this AD to prevent failure of the MLG, which could result in loss of control of the airplane during take-off or landing.

**(f) Actions and Compliance**

Unless already done, do the following actions specified in paragraphs (f)(1) through (f)(11) of this AD:

(1) For airplanes that were affected by AD 87-02-04, Amendment 39-5497 (51 FR 47211, December 31, 1986): At the next 1,200 MLG flight cycle repetitive inspection that would have been required by AD 87-02-04 or within the next 12 months after the last 1,200 MLG flight cycle repetitive inspection that would have been required by AD 87-02-04, whichever occurs first, and repetitively thereafter at intervals not to exceed 1,200 MLG flight cycles or 12 months, whichever occurs first, do a nondestructive testing (NDT) inspection of each MLG assembly cylinder attachment spigot housing following the Accomplishment Instructions in APPH Ltd. Service Bulletin No. 32-19, Revision 4, dated April 3, 2013, and British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-A-JA851226, Revision 5, dated April 30, 2013.

(2) For airplanes that were not affected by AD 87-02-04, Amendment 39-5497 (51 FR 47211, December 31, 1986): Within the next 300 MLG flight cycles after June 3, 2014 (the effective date of

this AD) or within the next 3 months after June 3, 2014 (the effective date of this AD) or at the next overhaul of the MLG after June 3, 2014 (the effective date of this AD), whichever occurs first, and repetitively thereafter at intervals not to exceed 1,200 MLG flight cycles or 12 months, whichever occurs first, do a NDT inspection of each MLG assembly cylinder attachment spigot housing following the Accomplishment Instructions in APPH Ltd. Service Bulletin No. 32-19, Revision 4, dated April 3, 2013, and British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-A-JA851226, Revision 5, dated April 30, 2013.

(3) For all airplanes: Within 300 landings after a heavy or abnormal landing, conduct a NDT inspection of each MLG assembly cylinder attachment spigot following Accomplishment Instructions in APPH Ltd. Service Bulletin No. 32-19, Revision 4, dated April 3, 2013, and British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-A-JA851226, Revision 5, dated April 30, 2013.

(4) For all airplanes: If any crack is found during any inspection required in paragraphs (f)(1), (f)(2), or (f)(3) of this AD, before further flight, take all necessary corrective actions following the Accomplishment Instructions in APPH Ltd. Service Bulletin No. 32-19, Revision 4, dated April 3, 2013, and British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-A-JA851226, Revision 5, dated April 30, 2013.

(5) For all airplanes: Within 300 MLG flight cycles or 3 months, whichever occurs first after each NDT inspection required in paragraph (f)(1) or (f)(2) of this AD, as applicable, and repetitively thereafter at intervals not to exceed 300 MLG flight cycles or 3 months, whichever occurs first, do a visual inspection of each MLG following the Accomplishment Instructions in APPH Ltd. Service Bulletin No. 32-19, Revision 4, dated April 3, 2013, and British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-A-JA851226, Revision 5, dated April 30, 2013.

(6) For all airplanes: If any discrepancy is found during any visual inspection required in paragraph (f)(5) of this AD, before further flight, take all necessary corrective actions following the Accomplishment Instructions in APPH Ltd. Service Bulletin No. 32-19, Revision 4, dated April 3, 2013, and British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-A-JA851226, Revision 5, dated April 30, 2013.

(7) For all airplanes with a MLG incorporating a microswitch hole: Within the next 10,600 MLG flight cycles since new and repetitively thereafter at intervals not to exceed 1,200 MLG flight cycles, do a NDT inspection of each MLG microswitch hole following the Accomplishment Instructions in APPH Ltd. Service Bulletin No. 32-40, Revision 1, dated February 2003, and Part C, paragraph (2)(b) of British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-A-JA851226, Revision 5, dated April 30, 2013.

(8) For all airplanes: If any crack is found during any NDT inspection required in paragraph (f)(7) of this AD, before further flight, take all necessary corrective actions following the Accomplishment Instructions in APPH Ltd. Service Bulletin No. 32-40, Revision 1, dated February 2003, and British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-A-JA851226, Revision 5, dated April 30, 2013.

(9) For all airplanes: Doing all necessary corrective actions required in paragraphs (f)(4), (f)(6), and (f)(8) of this AD does not constitute terminating action for the inspections required by this AD.

(10) For all airplanes: Modification of each MLG cylinder following Jetstream Service Bulletin 32-JA880340, original issue, dated January 6, 1989, constitutes terminating action for the inspections required by this AD for that MLG.

(11) For all airplanes: The compliance times in paragraphs (f)(2), (f)(3), (f)(5), and (f)(7) of this AD are presented in flight cycles (landings). If the total flight cycles have not been kept, multiply the total number of airplane hours time-in-service (TIS) by 0.75 to calculate the cycles. For the purposes of this AD:

- (i) 100 hours TIS x .75 = 75 cycles; and
- (ii) 1,000 hours TIS x .75 = 750 cycles.

**(g) Credit for Actions Done in Accordance With Previous Service Information**

This AD allows credit for the initial inspection required in paragraph (f)(7) of this AD if done before June 3, 2014 (the effective date of this AD) following APPH Ltd. Service Bulletin 32-40, at Initial Issue dated June 21, 1989.

**(h) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Taylor Martin, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4138; fax: (816) 329-4090; email: taylor.martin@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

(3) Reporting Requirements: For any reporting requirement in this AD, 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.

**(i) Related Information**

Refer to MCAI European Aviation Safety Agency (EASA) AD No.: 2013-0208, dated September 10, 2013, for related information. The MCAI can be found in the AD docket on the Internet at: <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0020-0002>. For availability information about APPH Ltd. Service Bulletin 32-40, at Initial Issue dated June 21, 1989, which is not incorporated by reference, use the contact information in paragraphs (j)(4) and (j)(5).

**(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) APPH Ltd. Service Bulletin No. 32-19, Revision 4, dated April 3, 2013.

(ii) APPH Ltd. Service Bulletin No. 32-40, Revision 1, dated February 2003.

(iii) British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-A-JA851226, Revision 5, dated April 30, 2013.

(iv) Jetstream Service Bulletin 32-JA880340, original issue, dated January 6, 1989.

(3) For British Aerospace (Operations) Limited and Jetstream service information identified in this AD, contact BAE Systems (Operations) Ltd, Customer Information Department, Prestwick

International Airport, Ayrshire, KA9 2RW, Scotland, United Kingdom; phone: +44 1292 675207, fax: +44 1292 675704; email: RApublications@baesystems.com; Internet: <http://www.jetstreamcentral.com>.

(4) For APPH Ltd. service information identified in this AD, contact APPH Ltd. Engineering Division, Unit 1, Pembroke Court, Chancellor Road, Manor Park, Runcorn, Cheshire, WA7 1TG, England; phone: +44 01928 532600; fax: +44 01928 579626; Internet: <http://apph.com/contact-us/customer-support/>.

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

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

Issued in Kansas City, Missouri, on April 4, 2014.

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



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**2014-07-08 Centrair:** Amendment 39-17822; Docket No. FAA-2014-0018; Directorate Identifier 2013-CE-049-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective May 27, 2014.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to CENTRAIR Models 101, 101A, 101P, and 101AP gliders, all serial numbers, certificated in any category.

**(d) Subject**

Air Transport Association of America (ATA) Code 53: Fuselage.

**(e) Reason**

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as structural damage to the fuselage. We are issuing this AD to detect and correct structural damage not identified during routine maintenance inspections, which could lead to reduced structural integrity of the glider.

**(f) Actions and Compliance**

Unless already done, do the following actions in paragraphs (f)(1) through (f)(3) of this AD:

(1) Within 25 days after May 27, 2014 (the effective date of this AD) and repetitively thereafter at intervals not to exceed every 12 months, inspect all fuselage frames and ribs following the instructions in Société Nouvelle CENTRAIR Mandatory Service Bulletin 101-06, Revision 1, dated August 5, 2013.

(2) If structural damage is detected during any inspection required by paragraph (f)(1) of this AD, before further flight, contact Société Nouvelle CENTRAIR at the address specified in paragraph (i) of this AD to obtain FAA-approved repair instructions approved specifically for this AD, and before further flight, repair the glider using these repair instructions.

(3) Accomplishment of a repair, as required by paragraph (f)(2) of this AD, does not constitute terminating action for the inspection required by paragraph (f)(1) of this AD.

Note 1 to paragraph (f) of this AD: We recommend that you also inspect the fuselage frames and ribs after the occurrence of any of the following events following the instructions in Société Nouvelle CENTRAIR Mandatory Service Bulletin 101-06, Revision 1, dated August 5, 2013: Landing with

retracted gear, landing gear retraction during landing run, ground looping during take-off or landing, hard landing, or damage of internal structure of the fuselage. If structural damage is detected during any of these inspections, we recommend you contact Société Nouvelle CENTRAIR at the address specified in paragraph (i) of this AD for FAA-approved repair instructions.

**(g) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Jim Rutherford, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4165; fax: (816) 329-4090; email: jim.rutherford@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

(3) Reporting Requirements: For any reporting requirement in this AD, 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.

**(h) Related Information**

Refer to MCAI European Aviation Safety Agency (EASA) AD No.: 2013-0258, dated October 25, 2013, for related information. The MCAI can be found in the AD docket on the Internet at: <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0018-0002>.

**(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) Société Nouvelle CENTRAIR Mandatory Service Bulletin 101-06, Revision 1, dated August 5, 2013.

(ii) Reserved.

(3) For Centrair Gliders service information identified in this AD, contact Société Nouvelle CENTRAIR, Aerodrome B.P. 44, F- 36300 LeBlanc, France; telephone: +33(0)254370796, fax: +33(0)254374864, email: contact@sncentrair.com; Internet: 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 April 4, 2014.  
Earl Lawrence,  
Manager, Small Airplane Directorate,  
Aircraft Certification Service.



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**2014-07-09 British Aerospace Regional Aircraft:** Amendment 39-17823; Docket No. FAA-2014-0042; Directorate Identifier 2013-CE-050-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective May 27, 2014.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to British Aerospace Regional Aircraft Jetstream Series 3101 and Model 3201 airplanes, all serial numbers, certificated in any category.

**(d) Subject**

Air Transport Association of America (ATA) Code 5: Time Limits.

**(e) Reason**

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as inadequate instructions for inspection for corrosion on the rudder upper hinge bracket and certain internal wing stations and drainage paths. We are issuing this AD to prevent, detect, and correct corrosion on the rudder upper hinge bracket and internal wing, which could lead to reduced structural integrity of the airplane with consequent loss of control.

**(f) Actions and Compliance**

Comply with this AD within the compliance times specified in paragraphs (f)(1) through (f)(4) of this AD, including all subparagraphs, unless already done:

(1) After May 27, 2014 (the effective date of this AD), except as required by paragraph (f)(2) of this AD, within the thresholds and intervals specified, incorporate into the FAA-approved maintenance program BAE Systems (Operations) Limited Jetstream Series 3100 & 3200 Corrosion Prevention and Control Programme, Manual Ref. JS/CPCP/01, Revision 6, dated November 15, 2010, in its entirety.

(2) Within 2 years after May 27, 2014 (the effective date of this AD), do the initial inspections specified in tasks 200/EX/01 C2 and 3/400/IN/01 C2 in BAE Systems (Operations) Limited Jetstream Series 3100 & 3200 Corrosion Prevention and Control Programme, Manual Ref. JS/CPCP/01, Revision 6, dated November 15, 2010.

(3) If any discrepancy, particularly corrosion, is found during any inspections or tasks required by paragraphs (f)(1) and (f)(2) of this AD, within the compliance time specified, repair or replace, as

applicable, all damaged structural parts and components and do the maintenance procedures for corrective action following BAE Systems (Operations) Limited Jetstream Series 3100 & 3200 Corrosion Prevention and Control Programme, Manual Ref. JS/CPCP/01, Revision 6, dated November 15, 2010. If no compliance time is defined, do the applicable corrective action before further flight.

(4) You may comply with the requirements of paragraphs (f)(1) and (f)(2) of this AD by incorporating BAE Systems (Operations) Limited Jetstream Series 3100 & 3200 Corrosion Prevention and Control Programme, Manual Ref. JS/CPCP/01, Revision 6, dated November 15, 2010, into your maintenance program (instructions for continued airworthiness) and complying with that program.

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

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Taylor Martin, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4138; fax: (816) 329-4090; email: taylor.martin@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

(3) Reporting Requirements: For any reporting requirement in this AD, 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.

### **(h) Related Information**

MCAI European Aviation Safety Agency (EASA) AD No.: 2012-0036, dated March 12, 2012, for related information. The MCAI can be found in the AD docket on the Internet at: <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0042-0002>.

### **(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) BAE Systems (Operations) Limited Jetstream Series 3100 & 3200 Corrosion Prevention and Control Programme, Manual Ref: JS/CPCP/01, Revision 6, dated November 15, 2010.

(ii) Reserved.

(3) For British Aerospace Regional Aircraft service information identified in this AD, contact BAE Systems (Operations) Limited, Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, United Kingdom; telephone: +44 1292 675207; fax: +44 1292 675704; email: RApublications@baesystems.com; Internet: <http://www.baesystems.com/Businesses/RegionalAircraft/>.

(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 April 4, 2014.

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



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**2014-07-10 Ballonbau Wöörner GmbH:** Amendment 39-17824; Docket No. FAA-2014-0041; Directorate Identifier 2013-CE-053-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective May 27, 2014.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Ballonbau Wöörner GmbH Model NL-280/STU, NL-380/STU, NL-510/STU, NL-640/STU, NL-840/STU, and NL-1000/STU balloons, all serial numbers, certificated in any category.

**(d) Subject**

Air Transport Association of America (ATA) Code 5: Time Limits/Maintenance Checks.

**(e) Reason**

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as current inspection intervals are no longer adequate to ensure timely detection of deterioration or damage. If this condition is uncorrected, it could result in reduced structural integrity of the balloon.

**(f) Actions and Compliance**

Unless already done, do the actions in paragraphs (f)(1) through (f)(4) of this AD:

(1) Before further flight after May 27, 2014 (the effective date of this AD), complete all inspections and maintenance tasks described in the Chapter 5, Annual Inspection, in the Ballonbau Wöörner GmbH Instructions for Continued Airworthiness, Gas Balloon Model NL-STU, Issue 1, pages 44 through 53 and 55 through 69, dated November 2013, and page 54 dated December 2013.

(2) If any discrepancies are found during the inspection required in paragraph (f)(1) of this AD, before further flight, repair as applicable following Chapter 6, Standard Repair Procedures, in the Ballonbau Wöörner GmbH Instructions for Continued Airworthiness, Gas Balloon Model NL-STU, Issue 1, dated November 2013.

(3) If on May 27, 2014 (the effective date of this AD), a balloon has already exceeded the threshold compliance time for the porosity test as defined in Sections 5.1.1.4, 5.1.2.4 and 5.1.3.4 of Chapter 5 in Ballonbau Wöörner GmbH Instructions for Continued Airworthiness, Gas Balloon Model NL-STU, Issue 1, pages 44 through 53 and 55 through 69, dated November 2013, and page 54 dated December 2013, within 3 months after May 27, 2014 (the effective date of this AD), conduct the

porosity test following Sections 5.1.1.4, 5.1.2.4 and 5.1.3.4 of Chapter 5 in Ballonbau Wörner GmbH Instructions for Continued Airworthiness, Gas Balloon Model NL-STU, Issue 1, pages 44 through 53 and 55 through 69, dated November 2013, and page 54 dated December 2013.

(4) After May 27, 2014 (the effective date of this AD), do all inspections and necessary repairs following Technische Mitteilung (English translation: Technical Note) Ballonbau Wörner GmbH EASA.BA.009-6, dated November 7, 2013; and Ballonbau Wörner GmbH Instructions for Continued Airworthiness, Gas Balloon Model NL-STU, Issue 1, pages 1 through 6, 8 through 16, 18, 20 through 34, 36 through 40, 42 through 53, and 55 through 82, dated November 2013; and pages 7, 17, 19, 35, 41, and 54, dated December 2013.

Note 1 to paragraph (f) of this AD: Pilots may only accomplish preventative maintenance limited to those items identified in 14 CFR Part 43, Appendix A.

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

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4123; fax: (816) 329-4090; email: karl.schletzbaum@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

### **(h) Related Information**

Refer to MCAI European Aviation Safety Agency (EASA) AD No.: 2013-0293R1, dated December 17, 2013, for related information. You may examine the MCAI on the Internet at: <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0041-0002>.

### **(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) Technische Mitteilung (English translation: Technical Note) Ballonbau Wörner GmbH EASA.BA.009-6, dated November 7, 2013.

(ii) Ballonbau Wörner GmbH Instructions for Continued Airworthiness, Gas Balloon Model NL-STU, Issue 1, pages 1 through 6, 8 through 16, 18, 20 through 34, 36 through 40, 42 through 53, and 55 through 82, dated November 2013; and pages 7, 17, 19, 35, 41, and 54, dated December 2013.

(3) For Ballonbau Wörner GmbH service information identified in this AD, contact Ballonbau Wörner GmbH, Zirbelstrasse 57c, D-86154 Augsburg, Germany; telephone: +49 821 4504060; fax: +49 821 419641; Internet: [www.ballonbau.de](http://www.ballonbau.de).

(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 April 4, 2014.  
Earl Lawrence,  
Manager, Small Airplane Directorate,  
Aircraft Certification Service.



**Corrected:** This copy of the AD differs from the Federal Register by correcting a reference to AD 2005-22-01 in the preamble.

**2014-08-06 Sikorsky Aircraft Corporation:** Amendment 39-17830; Docket No. FAA-2013-0637; Directorate Identifier 2013-SW-030-AD.

**(a) Applicability**

This AD applies to Model S-76A, B, and C helicopters with a main rotor hub (MRH) pilot, part number (P/N) 76103-08003-101, installed, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as a crack on the MRH pilot bifilar assembly lug, which could result in failure of a bifilar lug, damage to the main rotor system, and subsequent loss of control of the helicopter.

**(c) Affected ADs**

This AD supersedes AD 2005-22-01, Amendment 39-14345 (70 FR 61721, October 26, 2005).

**(d) Effective Date**

This AD becomes effective June 2, 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 MRH pilots with 1,500 or more hours time-in-service (TIS), within 50 hours TIS, and thereafter at intervals not to exceed 50 hours TIS, inspect the lower bifilar arm assembly for a crack in the lug attachment area. Conduct the inspection of the lower bifilar arm assembly by following the Accomplishment Instructions, paragraphs 3.A.(1) through 3.A.(6), of Sikorsky Alert Service Bulletin No. 76-65-62, dated December 14, 2004 (ASB 76-65-62).

(i) If there is a crack on any bifilar assembly arm lug, before further flight, replace the bifilar arm assembly with an airworthy bifilar arm assembly.

(ii) If no crack is found at the initial inspection, perform a one-time torque test. Perform the torque test and the additional torque procedures as stated in the Accomplishment Instructions, paragraphs 3.B.(1) through 3.B.(3), of ASB 76-65-62. The torque test is not required at the recurring inspection intervals of the lower bifilar arm assembly.

(iii) Within 600 hours TIS, replace the MRH pilot, P/N 76103-08003-101, with an MRH pilot, P/N 76103-08003-102.

(2) For MRH pilots with less than 900 hours TIS, prior to accumulating 1,500 hours TIS, replace the MRH pilot, P/N 76103-08003-101, with a MRH pilot, P/N 76103-08003-102.

(3) After the effective date of this AD, do not install an MRH pilot, P/N 76103-08003-101, on any helicopter.

**(g) Special Flight Permit**

Special flight permits will not be issued.

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

(1) The Manager, Boston Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Nicholas Faust, Aviation Safety Engineer, Boston Aircraft Certification Office, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, Massachusetts 01803; telephone (781) 238-7763; email [nicholas.faust@faa.gov](mailto:nicholas.faust@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 service information identified in this AD, contact Sikorsky Aircraft Corporation, Attn: Manager, Commercial Technical Support, mailstop s581a, 6900 Main Street, Stratford, CT 06614; telephone (800) 562-4409; email [tsslibrary@sikorsky.com](mailto:tsslibrary@sikorsky.com); or at <http://www.sikorsky.com>. You may review the service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

**(j) Subject**

Joint Aircraft Service Component (JASC) Code: 6220: Main Rotor Head.

**(k) Material Incorporated by Reference**

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

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

(3) The following service information was approved for IBR on November 10, 2005 (70 FR 61721, October 26, 2005).

(i) Sikorsky Aircraft Corporation Alert Service Bulletin No. 76-65-62, dated December 14, 2004.

(ii) Reserved.

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

(5) 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.

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

Issued in Fort Worth, Texas, on April 11, 2014.  
Kim Smith,  
Directorate Manager, Rotorcraft Directorate,  
Aircraft Certification Service.



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**2014-08-10 Austro Engine GmbH Engines:** Amendment 39-17834; Docket No. FAA-2013-0164; Directorate Identifier 2013-NE-10-AD.

**(a) Effective Date**

This AD is effective June 3, 2014.

**(b) Affected ADs**

This AD supersedes AD 2013-14-08, Amendment 39-17513 (78 FR 42677, July 17, 2013).

**(c) Applicability**

This AD applies to all Austro Engine GmbH model E4 engines, with a waste gate controller, part number (P/N) E4A-41-120-000, Revision 060 or lower revision; or a waste gate controller, P/N E4B-41-120-000, Revision 010 or lower revision, installed.

**(d) Unsafe Condition**

This AD was prompted by engine power loss events due to fracture of the waste gate controller lever. We are issuing this AD to prevent failure of the waste gate controller lever, which could lead to damage to one or more engines, loss of thrust control, and damage to the airplane.

**(e) Compliance**

- (1) Comply with this AD within the compliance times specified, unless already done.
- (2) At the next maintenance action for any reason, or within 110 flight hours after the effective date of this AD, or within three months after the effective date of this AD, whichever occurs first, remove from service waste gate controller, P/N E4A-41-120-000, Revision 060 or lower revision, and waste gate controller, P/N E4B-41-120-000, Revision 010 or lower revision.

**(f) Installation Prohibition**

After the effective date of this AD, do not install any waste gate controller, P/N E4A-41-120-000, Revision 060 or lower revision, or waste gate controller, P/N E4B-41-120-000, Revision 010 or lower revision, onto any engine, or approve for return to service any engine that has either waste gate controller installed.

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

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

**(h) Related Information**

(1) For more information about this AD, contact Wego Wang, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7134; fax: 781-238-7199; email: [wego.wang@faa.gov](mailto:wego.wang@faa.gov).

(2) Refer to MCAI European Aviation Safety Agency AD 2013-0213, dated September 13, 2013, for more information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2013-0164-0002>.

(3) Austro Engine Mandatory Service Bulletin No. MSB-E4-007/6, Revision 6, dated September 18, 2013, which is not incorporated by reference in this AD, can be obtained from Austro Engine GmbH, using the contact information in paragraph (h)(4) of this AD.

(4) For service information identified in this AD, contact Austro Engine GmbH, Rudolf-Diesel-Strasse 11, A-2700 Weiner Neustadt, Austria; phone: +43 2622 23000; fax: +43 2622 23000-2711; Internet: [www.austroengine.at](http://www.austroengine.at).

(5) 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.

**(i) Material Incorporated by Reference**

None.

Issued in Burlington, Massachusetts, on April 15, 2014.

Ann C. Mollica,  
Acting Assistant Directorate Manager, Engine & Propeller Directorate,  
Aircraft Certification Service.



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**2014-09-01 AgustaWestland S.p.A. (Type Certificate Previously Held by Agusta S.p.A) (Agusta) Helicopters:** Amendment 39-17836; Docket No. FAA-2013-0943; Directorate Identifier 2013-SW-001-AD.

**(a) Applicability**

This AD applies to Agusta Model A109C, A109E, A109K2, and A119 helicopters with a tail rotor blade retaining bolt (bolt), part number 109-8131-09-1, installed, certificated in any category.

**(b) Unsafe Condition**

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

**(c) Effective Date**

This AD becomes effective June 5, 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**

For each bolt with less than 400 hours time-in-service (TIS), before exceeding 500 hours TIS on the bolt, and for each bolt with 400 or more hours TIS, before accumulating an additional 100 hours TIS or 2 months on the bolt, whichever occurs first:

(1) Visually inspect each bolt for a crack, damage, corrosion, a nick, or missing cadmium plating in the central part of the bolt.

(i) If there is a crack, corrosion, a nick, any other damage, or missing cadmium plating in the central part of the bolt, before further flight, replace the bolt with an airworthy bolt.

(ii) If there is not a crack as a result of the initial visual inspection as required by paragraph (e)(1) of this AD, liquid-penetrant inspect the bolt in accordance with Annex A of AgustaWestland Bollettino Tecnico (BT) No. 109-135, BT No. 109EP-125, BT No. 109K-55, or BT No. 119-052, all dated December 19, 2012, as applicable to your model helicopter. If there is a crack, before further flight, replace the bolt with an airworthy bolt.

(2) Thereafter, for Agusta Model A109C helicopters, repeat the required actions of paragraph (e)(1) of this AD at intervals not to exceed 300 additional hours TIS or 6 months, whichever occurs first. For Agusta Model A109E, A109K2, and A119 helicopters, repeat the required actions of paragraph (e)(1) of this AD at intervals not to exceed 200 additional hours TIS or 6 months, whichever occurs first.

(3) Do not install a bolt that has accumulated more than 400 hours TIS on any helicopter unless it has passed the required actions of paragraph (e)(1) 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 European Aviation Safety Agency (EASA) AD No. 2013-0009, dated January 11, 2013. You may view the EASA AD on the Internet at <http://www.regulations.gov> in Docket No. FAA-2013-0943.

**(h) Subject**

Joint Aircraft Service Component (JASC) Code: 6400, Tail Rotor.

**(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) AgustaWestland Bollettino Tecnico No. 109-135, December 19, 2012.

(ii) AgustaWestland Bollettino Tecnico No. 109EP-125, December 19, 2012.

(iii) AgustaWestland Bollettino Tecnico No. 109K-55, December 19, 2012.

(iv) AgustaWestland Bollettino Tecnico No. 119-052, December 19, 2012.

(3) For AgustaWestland 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 April 18, 2014.

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



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**2014-09-02 M7 Aerospace LLC:** Amendment 39-17837; Docket No. FAA-2014-0023; Directorate Identifier 2013-CE-048-AD.

**(a) Effective Date**

This AD is effective June 5, 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-TT, SA227-BC (C-26A), SA227-CC, and SA227-DC (C-26B) airplanes, all serial numbers; Model SA26-T airplanes, serial numbers T26-2 through T26-99; and Model SA26-AT airplanes, serial numbers AT26-100 through AT26-180E, certificated in any category.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code: 27, Flight Controls.

**(e) Unsafe Condition**

This AD was prompted by reports of jamming of the aileron control cable chain in the pilot and copilot control columns. We are issuing the AD to prevent jamming of the aileron control cable chain, which could result in loss of control.

**(f) Compliance**

Comply with this AD by doing the actions specified in paragraph (g) through paragraph (h) of this AD, including all subparagraphs, unless already done.

**(g) Initially Replace and Lubricate the Aileron Control Cable Chain, Sprocket, and Bearings**

Initially replace and lubricate the aileron control cable chain, sprocket, and bearings, and check the aileron control cable tension based on the conditions and compliance times in paragraphs (g)(1), (g)(2), and (g)(3) of this AD, including all subparagraphs. The corrosion preventative must be removed from the chain (but not the cable) and the required actions must be done following the Accomplishment Instructions in M7 Aerospace LLC SA26 Series Service Bulletin 26-27-001 R3, dated April 8, 2014; M7 Aerospace LLC SA226 Series Service Bulletin 226-27-074 R2, dated October 23, 2013; M7 Aerospace LLC SA227 Series Service Bulletin 227-27-054 R2, dated October 23, 2013; and M7 Aerospace LLC SA227 Series Commuter Category Service Bulletin CC7-27-026

R2, dated October 23, 2013, as applicable. Criteria for the term "properly lubricated" is included in paragraphs 5a, 5b, and 5c of the Accomplishment Instructions section of M7 Aerospace LLC SA26 Series Service Bulletin 26-27-001 R3, dated April 8, 2014, and paragraphs 6a, 6b, and 6c of the Accomplishment Instructions section of M7 Aerospace LLC SA226 Series Service Bulletin 226-27-074 R2, dated October 23, 2013; M7 Aerospace LLC SA227 Series Service Bulletin 227-27-054 R2, dated October 23, 2013; and M7 Aerospace LLC SA227 Series Commuter Category Service Bulletin CC7-27-026 R2, dated October 23, 2013.

(1) A review of the airplane records positively indicates that the aileron control cable chain in the pilot's and the copilot's control columns have been replaced and properly lubricated: At whichever of the compliance times specified in paragraphs (g)(1)(i) or (g)(1)(ii) of this AD that occurs later.

(i) On or before reaching 10,000 hours time-in-service (TIS) from the time of the last aileron control cable chain replacement or within 13 years from the date of the last aileron control cable chain replacement, whichever occurs first.

(ii) Within the next 24 months from June 5, 2014 (the effective date of this AD).

(2) A review of the airplane records positively indicates that the aileron control cable chain in the pilot's and the copilot's control columns have been replaced within the last 10,000 hours TIS, but proper lubrication cannot be verified: At whichever of the compliance times specified in paragraphs (g)(2)(i) or (g)(2)(ii) of this AD that occurs first.

(i) On or before reaching 10,000 hours TIS since the last replacement or within the next 1,000 hours TIS after June 5, 2014 (the effective date of this AD), whichever occurs later.

(ii) Within the next 24 months from June 5, 2014 (the effective date of this AD).

(3) A review of the airplane records does not positively indicate that the aileron control cable chain in the pilot's and the copilot's control columns have been replaced within the last 10,000 hours TIS: At the compliance times specified in paragraphs (g)(3)(i), (g)(3)(ii), (g)(3)(iii), and (g)(3)(iv) of this AD, as applicable.

(i) For airplanes with less than 10,000 hours TIS: At whichever of the compliance times specified in paragraphs (3)(i)(A) or (3)(i)(B) of this AD that occurs first:

(A) On or before reaching 10,000 hours TIS or within the next 1,000 hours TIS after June 5, 2014 (the effective date of this AD), whichever occurs later.

(B) Within the next 24 months after June 5, 2014 (the effective date of this AD).

(ii) For airplanes with 10,000 hours TIS or more but less than 20,001 hours TIS: Within the next 1,000 hours TIS after June 5, 2014 (the effective date of this AD) or within the next 12 calendar months after June 5, 2014 (the effective date of this AD), whichever occurs first.

(iii) For airplanes with 20,001 hours TIS or more but less than 30,001 hours TIS: Within the next 750 hours TIS after June 5, 2014 (the effective date of this AD) or within the next 6 calendar months after June 5, 2014 (the effective date of this AD), whichever occurs first.

(iv) For airplanes with 30,001 hours TIS or more: Within the next 400 hours TIS after June 5, 2014 (the effective date of this AD) or within the next 3 calendar months after June 5, 2014 (the effective date of this AD), whichever occurs first.

#### **(h) Repetitively Replace and Lubricate the Aileron Control Cable Chain, Sprocket, and Bearings**

Replace and lubricate the aileron control cable chain, sprocket, and bearings, and check the aileron control cable tension repetitively thereafter at intervals not to exceed 10,000 hours TIS or 13 years after the date of the last aileron control cable chain replacement, whichever occurs first. The corrosion preventative must be removed from the chain (but not the cable) and the required actions must be done following the Accomplishment Instructions in M7 Aerospace LLC SA26 Series Service Bulletin 26-27-001 R3, dated April 8, 2014; M7 Aerospace LLC SA226 Series Service Bulletin 226-27-074 R2, dated October 23, 2013; M7 Aerospace LLC SA227 Series Service Bulletin 227-27-054 R2, dated October 23, 2013; and M7 Aerospace LLC SA227 Series Commuter Category Service Bulletin CC7-27-026 R2, dated October 23, 2013, as applicable.

**(i) Credit for Actions Done Following Previous Service Information**

This AD allows credit for the actions required in paragraphs (g)(1) through (g)(3) of this AD, including all subparagraphs, if done before June 5, 2014 (the effective date of this AD), following M7 Aerospace LLC SA26 Series Service Bulletin 26-27-001, dated June 6, 2013, or Service Bulletin 26-27-001 R1, dated September 30, 2013; M7 Aerospace LLC SA226 Series Service Bulletin 226-27-074, dated June 6, 2013, or Service Bulletin 226-27-074 R1, dated September 30, 2013; M7 Aerospace LLC SA227 Series Service Bulletin 227-27-054, dated June 6, 2013, or Service Bulletin 227-27-054 R1, dated September 30, 2013; and M7 Aerospace LLC SA227 Series Commuter Category Service Bulletin CC7-27-026, dated June 6, 2013, or Service Bulletin CC7-27-026 R1, dated September 30, 2013, as applicable.

**(j) 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.

**(k) 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 the Related Information section of this AD.

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

**(l) 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.

**(m) 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 SA26 Series Service Bulletin 26-27-001 R3, dated April 8, 2014.

(ii) M7 Aerospace LLC SA226 Series Service Bulletin 226-27-074 R2, dated October 23, 2013.

(iii) M7 Aerospace LLC SA227 Series Service Bulletin 227-27-054 R2, dated October 23, 2013.

(iv) M7 Aerospace LLC SA227 Series Commuter Category Service Bulletin CC7-27-026 R2, dated October 23, 2013.

(3) For M7 Aerospace 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 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 April 18, 2014.

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



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**2014-09-03 SOCATA:** Amendment 39-17838; Docket No. FAA-2014-0031; Directorate Identifier 2013-CE-054-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective June 5, 2014.

**(b) Affected ADs**

This AD supersedes AD 99-07-11, Amendment 39-11096 (64 FR 14820, March 29, 1999).

**(c) Applicability**

This AD applies to SOCATA TBM 700 airplanes, manufacturer serial numbers (MSN) 1 through 98, 100 through 156, and 158 through 161, certificated in any category.

**(d) Subject**

Air Transport Association of America (ATA) Code 55: Stabilizers.

**(e) Reason**

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as cracks on the outboard hinge fittings. We are issuing this AD to require the use of new service information issued by DAHER-SOCATA to eliminate the stress on the outboard hinge fittings, which is causing the cracks. If this condition is not prevented, the outboard hinge fittings could fail causing reduced structural integrity of the horizontal stabilizer, which could result in reduced control.

**(f) Actions and Compliance**

Unless already done, within the next 100 hours time-in-service after June 5, 2014 (the effective date of this AD) or within the next 12 months after June 5, 2014 (the effective date of this AD), whichever occurs first, install shims on the outboard hinge fittings of the horizontal stabilizer. Do the modification following the Accomplishment Instructions in DAHER-SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-080, Amendment 3, dated September 2013.

**(g) Credit for Actions Done Following Previous Service Information**

This AD allows credit for the actions required in paragraph (f) of this AD if done before June 5, 2014 (the effective date of this AD), following DAHER-SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-080, Amendment 2, dated August 2012.

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

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Albert Mercado, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4119; fax: (816) 329-4090; email: aAlbert.mercado@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

### **(i) Related Information**

Refer to MCAI European Aviation Safety Agency (EASA) AD No. 2013-0035, dated February 22, 2013, for related information. You may examine the MCAI on the Internet <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0031-0002>.

### **(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) DAHER-SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-080, Amendment 3, dated September 2013.

(ii) Reserved.

(3) For SOCATA service information identified in this AD, contact SOCATA, Direction des Services, 65921 Tarbes Cedex 9, France; telephone +33 (0) 5 62 41 73 00; fax +33 (0) 5 62 41 76 54, or for North America: SOCATA NORTH AMERICA, North Perry Airport, 7501 South Airport Road, Pembroke Pines, Florida 33023; telephone: (954) 893-1400; fax: (954) 964-4141; email: mysocata@socata.daher.com; Internet: [www.mysocata.com](http://www.mysocata.com).

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

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

Issued in Kansas City, Missouri, on April 17, 2014.

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