FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

SMALL AIRPLANES, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2014-13

6/16/2014 - 6/29/2014

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

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AD No.	Information	Manufacturer	Applicability
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
2014-03-18		B-N Group Ltd.	BN-2
2014-03-20		Piaggio Aero Industries S.P.A	P-180
2014-04-01		Slingsby Aviation Ltd.	T67M260
2014-04-02		Dornier Luftfahrt GmbH	228-212
2014-04-03		Pacific Aerospace Limited	750XL
2014-04-04		Diamond Aircraft Industries GmbH	DA 42 NG and DA 42 M NG
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; 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; 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, D1, 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, AS332 L2 and SA330J helicopters

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes			
2014-05-29	S 2009-16-03	Continental Motors	IO-520, TSIO-520, and IO-550 series reciprocating engines
2014-06-01		M7 Aerospace	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
Biweekly 2014-07			
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		Rockwell Collins	Mode S transponders
2014-06-03		British Aerospace Regional Aircraft	Jetstream Series 3101 and Jetstream Model 3201
2014-06-06		SOCATA	TBM 700
2014-06-07		Alexander Schleicher	ASK 21 gliders
2014-06-51	S 2013-12-06	Airbus Helicopters Deutschland	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		Agusta	AB139 and AW139 helicopters
2014-07-52		Airbus Helicopters	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters
Biweekly 2014-08			
2014-07-04		Sikorsky	S-92A helicopters
2014-07-06	S 2007-19-09R1	Turbomeca S.A.	Arriel 2B1 turboshaft engines
Biweekly 2014-09			
2014-07-07	S 87-02-04	British Aerospace (Operations) Limited	HP.137 Jetstream Mk.1, Jetstream Series 200, and Jetstream Series 3101
2014-07-08		Centrair	101, 101A, 101P, and 101AP gliders
2014-07-09		British Aerospace Regional Aircraft	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	COR	Sikorsky Aircraft Corporation	S-76A, B, and C helicopters
2014-08-10	S 2013-14-08	Austro Engine GmbH	E4 engines
2014-09-01		AgustWestland S.p.A.	A109C, A109E, A109K2, and A119 helicopters
2014-09-02		M7 Aerospace LLC	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
Biweekly 2014-10			
2014-09-04	S 2009-21-08 R1	Piaggio Aero Industries S.p.A.	P-180
2014-09-11		GROB-WERKE	G115EG and G120A
2014-09-12		Alpha Aviation Concept Limited	R2160
2014-10-01	S 2008-24-11	Vulcanair S.p.A.	P 68, P 68B, P 68C, P 68C-TC, P 68 "OBSERVER," P68TC "OBSERVER," and P68 "OBSERVER 2"
Biweekly 2014-11			
2014-10-03		Airbus Helicopters	AS332L1 and EC225LP helicopters
Biweekly 2014-12			
2014-07-52		Airbus Helicopters	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters
2014-11-02		Airbus Helicopters	SA-365N, SA-365N1, AS-365N2, and AS 365 N3 helicopters
2014-11-07		Agusta S.p.A Helicopters	A109A, A109A II, A109C, A109E, A109K2, A109S, AW109SP, A119, and AW119 MKII helicopters
2014-11-08		Airbus Helicopters	EC225LP helicopters
2014-11-09		Costruzioni Aeronautiche Tecnam srl	P2006T airplanes
2014-12-01		Bell Helicopter Textron	214B; 214B-1; 214ST helicopters

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes			
2014-12-51	E	Airbus Helicopters	EC130B4 and EC130T2 helicopters
2014-12-52	E	Honeywell International	TFE731-4, -4R, -5AR, -5BR, -5R, -20R, -20AR, -20BR, -40, 40AR, -40R, -40BR, -50R, and -60 turbofan engines
Biweekly 2014-13			
2014-04-07	S 2003-05-03	Bell Helicopter Textron Canada	407 helicopters
2014-10-02	S 2006-11-19	Dornier Luftfahrt GmbH	228-100, 228-101, 228-200, 228-201, 228-202, and 228-212
2014-12-04	S 2003-01-04	Bell Helicopter Textron, Inc.	204B, 204B, 205A, 205A-1, 205A 205A-1, 205B, 210, and 212 helicopters
2014-12-07		Agusta S.p.A.	AB412 and AB412EP helicopters
2014-12-08	S 2004-11-10	Przedsiebiorstwo Doswiadczalno-Produkcyjne Szybownictwa "PZL-Bielsko"	SZD-50-3 "Puchacz" sailplanes
2014-12-09		Agusta S.p.A.	AB412 helicopters

2014-04-07 Bell Helicopter Textron Canada: Amendment 39-17766; Docket No. FAA-2013-0574; Directorate Identifier 2008-SW-22-AD.

(a) Applicability

This AD applies to Model 407 helicopters, serial numbers 53000 through 53475, with tailboom, part number (P/N) 407-030-801-101, -105, or -107, or 407-530-014-101 or -103, installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as cracks in the tailboom skin on the left side in the area of horizontal stabilizer, which could result in separation of the tailboom and subsequent loss of control of the helicopter.

(c) Affected ADs

This AD supersedes AD 2003-05-03, Amendment 39-13079 (68 FR 11967, March 13, 2003).

(d) Effective Date

This AD becomes effective July 28, 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 tailboom, P/Ns 407-030-801-101 and -105:
(i) Unmodified per Bell Alert Service Bulletin (ASB) 407-01-48, Revision C, dated August 27, 2007 (ASB 407-01-48):
(A) Before the first flight of each day, visually check the tailboom for a crack, as depicted in Figure 1 to Paragraph (f)(1)(i)(A) of this AD.

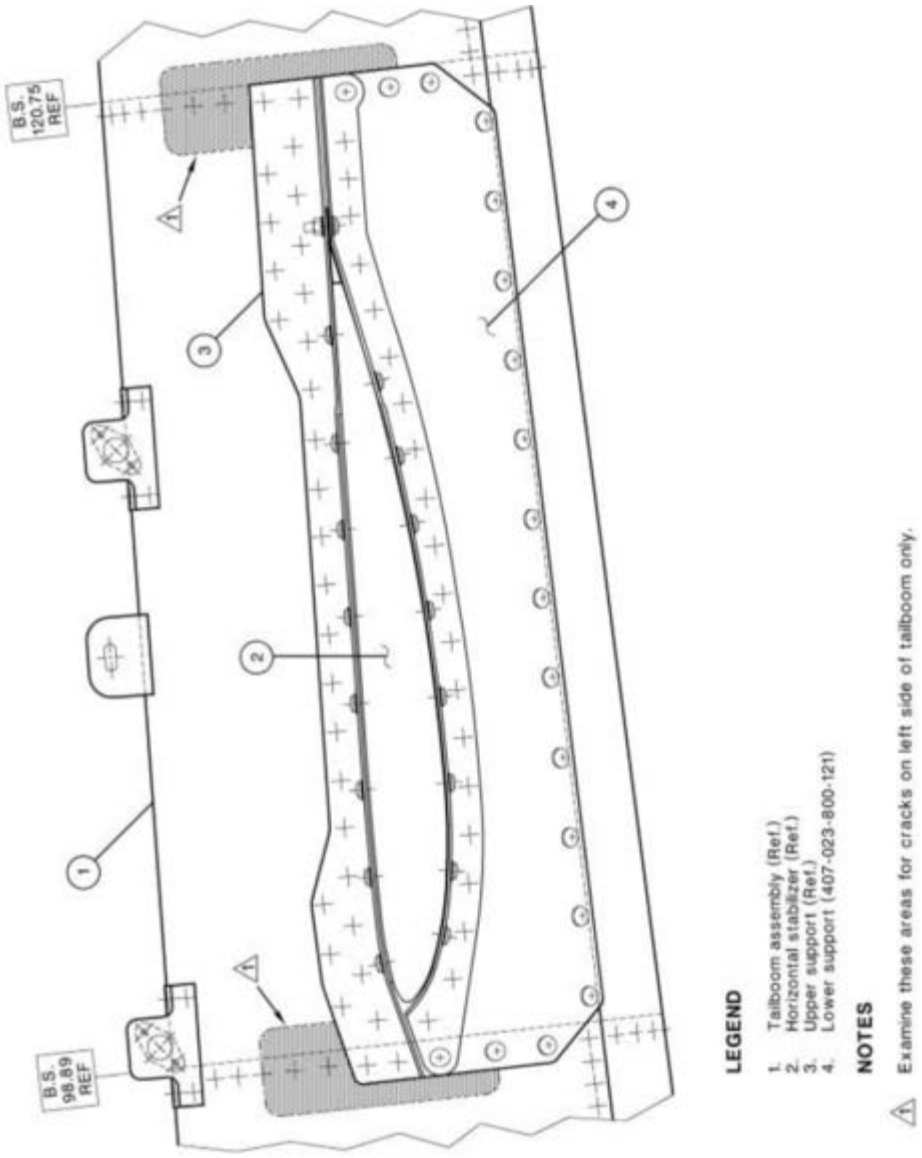

Figure 1 to Paragraph (f)(1)(i)(A)

(B) For a tailboom with 600 or more hours time-in-service (TIS), within 25 hours TIS and thereafter at intervals not to exceed 50 hours TIS, visually inspect the tailboom for a crack using a 10X or higher magnifying glass by following the Accomplishment Instructions, Part II, of Bell ASB 407-99-26, Revision C, dated February 28, 2002, except this AD does not require you to contact Bell.

(ii) Within 600 hours TIS, but not later than 30 days:

(A) Modify and re-identify each tailboom, P/N 407-030-801-101 as 407-530-014-101, and P/N 407-030-801-105 as 407-530-014-103, by following the Accomplishment Instructions, Parts I and III, of ASB 407-01-48.

(B) Install improved horizontal stabilizer assembly, P/N 407-023-800-ALL, by following Bell Technical Bulletin No. 407-01-33, dated August 29, 2001, except this AD does not require you to contact Bell.

(2) For tailboom, P/Ns 407-530-014-101 and -103, and P/N 407-030-801-107:

(i) Before further flight after the tailboom is modified and re-identified, revise the Airworthiness Limitations section of the maintenance manual by establishing a retirement life of 5,000 hours TIS. Create a component history card or equivalent record and assign a life limit of 5,000 hours TIS by following the Accomplishment Instructions, Part IV, of ASB 407-01-48.

(ii) Within 25 hours TIS or 30 days, whichever occurs first, prepare the tailboom for daily visual checks and recurring inspections and inspect the tailboom for a crack by following the Accomplishment Instructions, Part II, Steps 1.a) through 1.f), of Bell ASB 407-07-80, dated August 27, 2007 (ASB 407-07-80).

(iii) Thereafter, before the first flight of each day, clean the area on the tailboom where paint has been removed at the upper and lower attachment support areas of the horizontal stabilizer and visually check that area of the tailboom for a crack.

(iv) Within 100 hours TIS and thereafter at intervals not to exceed 100 hours TIS, using a 10X or higher power magnifying glass, inspect each tailboom for a loose rivet, a crack, skin corrosion, or any other damage, by following the Accomplishment Instructions, Part IV, Steps 1 through 6, of ASB 407-07-80, except this AD does not require you to contact Bell. If there is corrosion within an allowable tolerance, repair each area of corrosion.

(3) If there is a crack, before further flight, replace the tailboom.

(4) If there is no crack, make sure both of the inspection area surfaces are dry and protect each reworked area with a thin coat of clear coating.

(5) The actions required by paragraphs (f)(1)(i)(A) and (f)(2)(iii) of this AD may be performed by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the aircraft records showing compliance with this AD in accordance with 14 CFR 43.9 (a)(1) through (4) and 91.417(a)(2)(v). This record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Sharon Miles, Aviation Safety Engineer, Regulations and Policy Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email sharon.y.miles@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) Bell Alert Service Bulletin No. 407-99-26, Revision B, dated June 14, 2001, which is not incorporated by reference, contains additional information about the subject of this AD. For this service information, contact Bell Helicopter Textron Canada, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4, telephone (450) 437 2862 or (800) 363-8023, fax (450) 433-0272 or at http://www.bellcustomer.com/files/. You may review service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(2) The subject of this AD is addressed in Transport Canada Civil Aviation (TCCA) AD No. CF-2008-04, dated January 11, 2008. You may view the TCCA AD on the Internet at http://www.regulations.gov in Docket No. FAA-2013-0574.

(i) Subject

Joint Aircraft Service Component (JASC) Code is 5300: Rotorcraft Tail Boom, and 5302: Middle Section.

(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.

(3) The following service information was approved for IBR on July 28, 2014.

(i) Bell Helicopter Textron Alert Service Bulletin (ASB) No. 407-01-48, Revision C, dated August 27, 2007.

(ii) Bell Helicopter Textron ASB No. 407-07-80, dated August 27, 2007.

(4) The following service information was approved for IBR on April 17, 2003 (68 FR 11967, March 13, 2003).

(i) Bell Helicopter Textron ASB No. 407-99-26, Revision C, dated February 28, 2002.

(ii) Bell Helicopter Textron Technical Bulletin No. 407-01-33, dated August 29, 2001.

(5) For Bell service information identified in this AD, contact Bell Helicopter Textron Canada, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4, telephone (450) 437-2862 or (800) 363-8023, fax (450) 433-0272 or at http://www.bellcustomer.com/files/.

(6) 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.

(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 May 21, 2014.
Lance T. Gant,
Acting Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.

2014-10-02 Dornier Luftfahrt GmbH: Amendment 39-17849; Docket No. FAA-2013-1056; Directorate Identifier 2013-CE-046-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective July 28, 2014.

(b) Affected ADs

This AD supersedes AD 2006-11-19, Amendment 39-14624 (71 FR 32268; June 5, 2006).

(c) Applicability

This AD applies to Dornier Luftfahrt GmbH Dornier Models 228-100, 228-101, 228-200, 228-201, 228-202, and 228-212 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 chafed or damaged wiring on the flight deck overhead panels (5VE and 6VE). We are issuing this AD to prevent chafing and damage to the wiring in the flight deck overhead panels, which could result in short-circuiting of related wiring and possibly lead to electrical failure of affected systems and potential fire in the flight deck.

(f) Actions and Compliance

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

(1) Within the next 600 hours time-in-service (TIS) after July 28, 2014 (the effective date of this AD) or within the next 12 months after July 28, 2014 (the effective date of this AD), whichever occurs first, and repetitively thereafter at intervals not to exceed 600 hours TIS or 12 months, whichever occurs first, inspect the wiring in the flight deck overhead panels, 5VE and 6VE, for chafing, damage, and/or incorrect installation (wire tie attachment holders). For the inspection, refer to:

(i) Zone 321 on page 5, dated May 1, 2006, in section 05-22-10, Zonal Inspection Program, in Chapter 05, Time Limits/Maintenance Checks–General, in RUAG Aerospace Services GmbH Dornier 228 Time Limits/Maintenance Checks Manual (TLMCM), TM-TLMCM-090305-ALL, Revision 5, March 20, 2011;

(ii) Zone 321 on page 5, dated May 1, 2006, in section 05-26-10, Low Utilization Zonal Inspection Program, in Chapter 05, Time Limits/Maintenance Checks–General, in RUAG Aerospace

Services GmbH Dornier 228 Time Limits/Maintenance Checks Manual (TLMCM), TM-TLMCM-090305-ALL, Revision 5, March 20, 2011;

(iii) Pages 1 through 10, Overhead Panel 5VE–Description, dated November 25, 2009, in subject 31-10-07, of Chapter 31, Indicating/Recording Systems, in RUAG Aerospace Services GmbH Dornier 228 Airplane Maintenance Manual, TM-AMM-228-00014-080184, Revision 3, October 30, 2012;

(iv) Pages 201 through 208, Overhead Panel 5VE–Maintenance Practices, dated November 25, 2009, in subject 31-10-07, of Chapter 31, Indicating/Recording Systems, in RUAG Aerospace Services GmbH Dornier 228 Airplane Maintenance Manual, TM-AMM-228-00014-080184, Revision 3, October 30, 2012;

(v) Pages 1 and 2, Overhead Panel 6VE–Description, in subject 31-10-08, dated November 25, 2009, of Chapter 31, Indicating/Recording Systems, in RUAG Aerospace Services GmbH Dornier 228 Airplane Maintenance Manual, TM-AMM-228-00014-080184, Revision 3, October 30, 2012;

(vi) Pages 201 through 204, Overhead Panel 6VE–Maintenance Practices, in subject 31-10-08, dated November 25, 2009, of Chapter 31, Indicating/Recording Systems, in RUAG Aerospace Services GmbH Dornier 228 Airplane Maintenance Manual, TM-AMM-228-00014-080184, Revision 3, October 30, 2012.

(2) If any chafed or damaged wires are found during any inspection required in paragraph (f)(1) of this AD, before further flight, repair the affected wire(s) and assure correct installation of the wiring in the flight deck overhead panels by reattaching or replacing the wire tie attachment holders and securing any loose wires to the wire tie attachment holders with plastic wire ties following:

(i) Pages 1 through 10, Overhead Panel 5VE–Description, dated November 25, 2009, in subject 31-10-07, of Chapter 31, Indicating/Recording Systems, in RUAG Aerospace Services GmbH Dornier 228 Airplane Maintenance Manual, TM-AMM-228-00014-080184, Revision 3, October 30, 2012;

(ii) Pages 201 through 208, Overhead Panel 5VE–Maintenance Practices, dated November 25, 2009, in subject 31-10-07, of Chapter 31, Indicating/Recording Systems, in RUAG Aerospace Services GmbH Dornier 228 Airplane Maintenance Manual, TM-AMM-228-00014-080184, Revision 3, October 30, 2012;

(iii) Pages 1 and 2, Overhead Panel 6VE–Description, in subject 31-10-08, dated November 25, 2009, of Chapter 31, Indicating/Recording Systems, in RUAG Aerospace Services GmbH Dornier 228 Airplane Maintenance Manual, TM-AMM-228-00014-080184, Revision 3, October 30, 2012;

(iv) Pages 201 through 204, Overhead Panel 6VE–Maintenance Practices, in subject 31-10-08, dated November 25, 2009, of Chapter 31, Indicating/Recording Systems, in RUAG Aerospace Services GmbH Dornier 228 Airplane Maintenance Manual, TM-AMM-228-00014-080184, Revision 3, October 30, 2012.

(3) To comply with the actions of this AD, you may insert a copy of this AD or a copy of the required actions of this AD into the instructions for continued airworthiness section of the FAA-approved maintenance program (e.g., maintenance manual). This action may be done by an owner/operator (pilot) holding at least a private pilot certificate and must be entered into the airplane records showing compliance with this AD in accordance with 14 CFR 43.9 (a)(1)(4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.173 or 135.439.

(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) 329-4146; 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.: 2013-0244, dated October 4, 2013, for related information. You may examine the MCAI on the Internet at http://www.regulations.gov/#!documentDetail;D=FAA-2013-1056-0002.

(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) Chapter 05, Time Limits/Maintenance Checks–General, in RUAG Aerospace Services GmbH Dornier 228 Time Limits/Maintenance Checks Manual (TLMCM), TM-TLMCM-090305-ALL, Revision 5, March 20, 2011:

(A) Page 5, in section 05-22-10, Zonal Inspection Program, dated May 1, 2006;

(B) Page 5, in section 05-26-10, Low Utilization Zonal Inspection Program, dated May 1, 2006.

(ii) Chapter 31, Indicating/Recording Systems, in RUAG Aerospace Services GmbH Dornier 228 Airplane Maintenance Manual, TM-AMM-228-00014-080184, Revision 3, October 30, 2012:

(A) Pages 1 through 10, Overhead Panel 5VE–Description, in subject 31-10-07, dated November 25, 2009;

(B) Pages 201 through 208, Overhead Panel 5VE–Maintenance Practices, in subject 31-10-07, dated November 25, 2009;

(C) Pages 1 and 2, Overhead Panel 6VE–Description, in subject 31-10-08, dated November 25, 2009;

(D) Pages 201 through 204, Overhead Panel 6VE–Maintenance Practices, in subject 31-10-08, dated November 25, 2009.

(3) For service information identified in this AD, contact RUAG Aerospace Services GmbH, Dornier 228 Customer Support, P.O. Box 1253, 82231 Wessling, Germany; telephone: +49 (0) 8153-30 2220; fax: +49 (0) 8153-30 4258; email: custsupport.dornier228@ruag.com; Internet: http://www.ruag.com/en/Aviation/Aviation_Home.

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

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

Issued in Kansas City, Missouri, on June 13, 2014.

Earl Lawrence,

Manager, Small Airplane Directorate,

Aircraft Certification Service.

2014-12-04 Bell Helicopter Textron, Inc. (BHTI): Amendment 39-17865; Docket No. FAA-2012-0415; Directorate Identifier 2008-SW-065-AD.

(a) Applicability

This AD applies to the model helicopters listed in Table 1 to Paragraph (a) of this AD with the listed part-numbered main rotor grips installed, certificated in any category:

Table 1 to Paragraph (a)–Helicopter Model and Main Rotor Grip (Grip) Part Numbers Affected

Model	With the following grip part number (P/N)
204B	204-011-121-005 if the grip was ever installed on a Model 205B helicopter.
204B, 205A, and 205A-1	204-011-121-009, -117, -121 or ASI-4011-121-9.
205A and 205A-1	204-011-121-005 or -113 if the grip was ever installed on a Model 205B helicopter.
205B	204-011-121-005, -009, -113, -117, or -121.
210	204-011-121-009 or -121.
212	204-011-121-009, -121, or ASI-4011-121-9.

(b) Unsafe Condition

This AD defines the unsafe condition as a crack in the main rotor grip (grip), which could result in failure of a grip, separation of a main rotor blade, and subsequent loss of control of the helicopter.

(c) Affected AD

This AD supersedes AD 2003-01-04, Amendment 39-13015 (68 FR 1955, January 15, 2003).

(d) Effective Date

This AD becomes effective July 24, 2014.

(e) Compliance

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

(f) Required Actions

(1) Within 10 hours time-in-service (TIS), create a component history card or equivalent record and determine and record the total hours TIS for each grip. If the total hours TIS cannot be determined from the helicopter records, assume and record 50 hours TIS for each month for which the hours cannot be determined. Continue to count and record the hours TIS and begin to count and record the number of times the helicopter engine(s) are started (engine start/stop cycles).

(2) Within 10 hours TIS, and thereafter at intervals not to exceed 25 hours TIS, without removing the main rotor blades:

(i) Clean the exposed surfaces of the upper and lower tangs of each grip with denatured alcohol, and wipe dry.

(ii) Using a 10-power or higher magnifying glass, visually inspect the exposed surfaces of the upper and lower tangs of each grip for a crack. Pay particular attention to the lower surface of each lower grip tang from the main rotor blade bolt-bushing flange to the leading and trailing edge of each grip tang as depicted in Figure 1 to Paragraphs (f)(2)(ii) and (f)(4)(ii) of this AD.

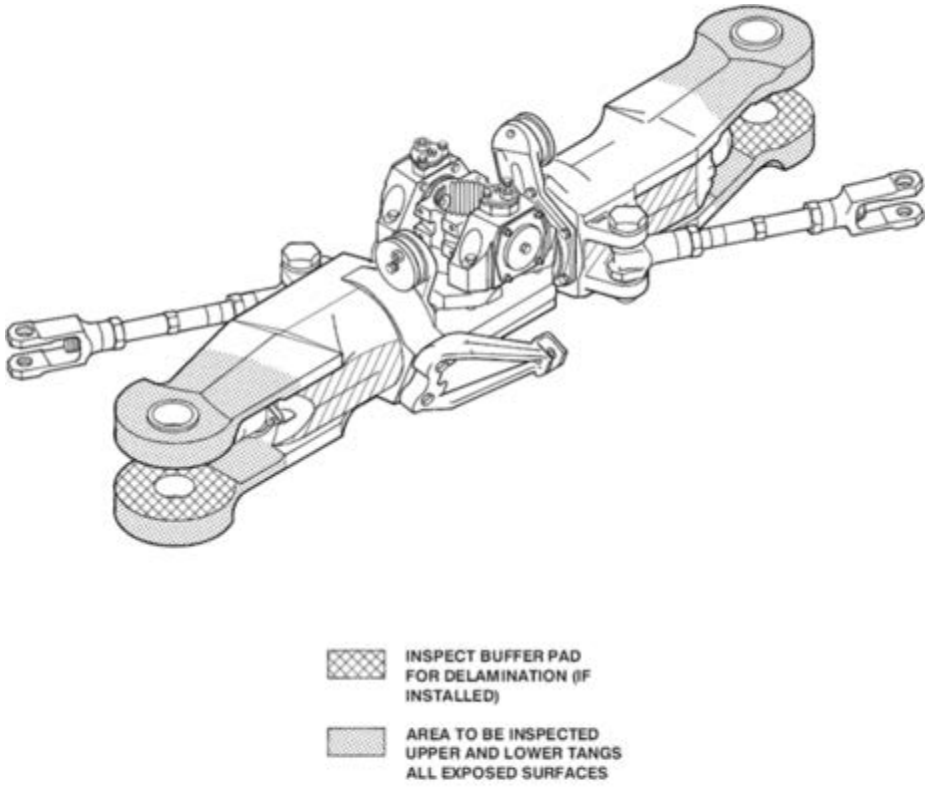

Figure 1 to Paragraphs (f)(2)(ii) and (f)(4)(ii)
Inspection of Main Rotor Hub Grip Tangs

(3) At the intervals shown in Table 2 to Paragraph (f)(3) of this AD, ultrasonic (UT) inspect each grip in accordance with the Bell Helicopter Textron Nondestructive Inspection Procedure, Log No. 00-340, Revision E, dated April 9, 2002. The UT inspection of the grip must be performed by a Non-Destructive Testing (NDT) UT Level I Special, Level II, or Level III inspector who is qualified under the guidelines established by MIL-STD-410E, ATA Specification 105, AIA-NAS-410, or an FAA-accepted equivalent for qualification standards of NDT Inspection/Evaluation Personnel.

Table 2 to Paragraph (f)(3)–Ultrasonic Inspection Intervals

UT inspect grip, P/N:	Within 30 days, or the following hours TIS for the grip, whichever occurs later:	Thereafter, at intervals not to exceed the following hours TIS or engine start/stop cycles, whichever occurs first:	
		Hours TIS	Engine start/stop cycles
204-011-121-009 or ASI-4011-121-9	4,000	400	1,600
204-011-121-121	500	150	600
204-011-121-005 or -113, if the grip was EVER installed on a Model 205B helicopter	4,000	400	1,600
204-011-121-117, if the grip was NEVER installed on a Model 205B helicopter	4,000	150	600
204-011-121-117, if the grip was EVER installed on a Model 205B helicopter	500	150	600

Note 1 to Paragraph (f)(3) of this AD: You can find the Nondestructive Inspection Procedure attached to BHTI Alert Service Bulletin (ASB) No. 205B-02-39, Revision B, dated November 22, 2002, or BHTI ASB No. 212 02-116, Revision A, dated October 30, 2002.

(4) At intervals not to exceed 1,200 hours TIS or 24 months, whichever occurs first:

(i) Remove each main rotor blade, and

(ii) Inspect each grip buffer pad on the inner surfaces of each grip tang for delamination as depicted in Figure 1 to Paragraphs (f)(2)(ii) and (f)(4)(ii) of this AD. If there is any delamination, remove the buffer pad and inspect the grip surface for corrosion or other damage.

Note 2 to Paragraph (f)(4) of this AD: This inspection interval coincides with the main rotor tension-torsion strap replacement times.

(5) Within 2,400 hours TIS, or at the next overhaul of the main rotor hub, whichever occurs first, and thereafter at intervals not to exceed 2,400 hours TIS:

(i) Remove each main rotor blade.

(ii) Remove each grip buffer pad (if installed) from the inner surfaces of each grip tang.

(iii) Visually inspect the grip tang surfaces for corrosion or other damage.

(iv) Fluorescent-penetrant inspect the grip for a crack, paying particular attention to the upper and lower grip tangs. When inspecting any grip, P/N 204-011-121-005, -009, -113, or ASI-4011-121-9, pay particular attention to the leading and trailing edges of the grip barrel.

(6) Before further flight:

(i) Replace any cracked grip with an airworthy grip.

(ii) Replace any grip with any corrosion or other damage with an airworthy grip, or repair the grip if the corrosion or other damage is within maximum repair damage limitations.

(iii) Replace any grip, P/N 204-011-121-009 or ASI-4011-121-9, which has been in service for 15,000 or more hours TIS.

(iv) Replace any grip, P/N 204-011-121-121, which has been in service for 25,000 or more hours TIS.

(7) Revise the Airworthiness Limitations sections of the applicable maintenance manuals or the Instructions for Continued Airworthiness (ICAs) by establishing a new retirement life of 15,000 hours TIS for grip P/N 204-011-121-009 or ASI-4011-121-9, and 25,000 hours TIS for grip P/N 204-011-121-121, by making pen and ink changes or inserting a copy of this AD into the applicable maintenance manual or ICAs.

(8) Record a 15,000 hours TIS life limit for each grip P/N 204-011-121-009 or ASI-4011-121-9, and a 25,000 hours TIS life limit for each grip P/N 204-011-121-121, on the applicable component history card or equivalent record.

(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Rotorcraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Michael Kohner, Aviation Safety Engineer, Rotorcraft Certification Office, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5170, fax (817) 222-5783, email mike.kohner@faa.gov or 7-avs-asw-170@faa.gov.

(2) For operations conducted under a Part 119 operating certificate or under 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) BHTI ASB No. 212-94-92, Revision A, dated March 13, 1995; BHTI ASB No. 212-02-116, Revision A, dated October 30, 2002; BHTI 205B-02-39, Revision B, dated November 22, 2002; BHTI ASB No. 204-02-58 and ASB No. 205-02-88, both dated November 26, 2002; BHTI ASB No. 210-08-02, dated September 10, 2008; BHTI Operations Safety Notice 204-85-6, 205-85-9, and 212-85-13, all dated November 14, 1985; and BHTI Information Letter, 204-08-23, 205-08-38, 205B-08-21, and 212-08-62, Revision A, dated July 23, 2008; none of which are incorporated by reference, contain additional information about the subject of this AD.

(2) For service information identified in this AD, contact BHTI, 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 copies of this information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(i) Subject

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

(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.

(3) The following service information was approved for IBR on January 30, 2003 (68 FR 1955, January 15, 2003).

(i) Bell Helicopter Textron Nondestructive Inspection Procedure, Log No. 00-340, Revision E, dated April 9, 2002.

(ii) Reserved.

(4) For Bell Helicopter Textron service information identified in this AD, contact BHTI, P.O. Box 482, Fort Worth, TX 76101, telephone (817) 280-3391, fax (817) 280-6466, or at http://www.bellcustomer.com/files/.

(5) You may view this service information that is incorporated by reference at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

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

Issued in Fort Worth, Texas, on June 4, 2014.
Lance T. Gant,
Acting Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.

2014-12-07 Agusta S.p.A.: Amendment 39-17868; Docket No. FAA-2014-0378; Directorate Identifier 2013-SW-050-AD.

(a) Applicability

This AD applies to Agusta S.p.A. (Agusta) Model AB412 and AB412EP helicopters with a rotor brake pinion, part number 412-040-301-101, installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a crack in a rotor brake pinion. This condition could result in failure of a rotor brake pinion, detachment of parts inside the transmission causing a malfunction or jamming, and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective July 7, 2014.

(d) Compliance

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

(e) Required Actions

Within 100 hours time-in-service, magnetic particle inspect each rotor brake pinion for a crack. If there is a crack, before further flight, replace the rotor brake pinion.

(f) Alternative Methods of Compliance (AMOCs)

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

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

(g) Additional Information

(1) AgustaWestland Bollettino Tecnico No. 412-135, Revision A, dated July 29, 2013, which is not incorporated by reference, contains additional information about the subject of this AD. For 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. You may review a copy of the service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth Texas 76137.

(2) The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2013-0187, dated August 16, 2013. You may view the EASA AD on the Internet at http://www.regulations.gov in Docket No. FAA-2014-0378.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 6321: Main Rotor Brake.

Issued in Fort Worth, Texas, on June 6, 2014.
Lance T. Gant,
Acting Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.

2014-12-08 Przedsiebiorstwo Doswiadczalno-Produkcyjne Szybownictwa ''PZL-Bielsko'': Amendment 39-17869; Docket No. FAA-2014-0180; Directorate Identifier 2014-CE-004-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective July 22, 2014.

(b) Affected ADs

This AD supersedes AD 2004-11-10, Amendment 39-13656 (69 FR 31872; June 8, 2004).

(c) Applicability

This AD applies to Przedsiebiorstwo Doswiadczalno-Produkcyjne Szybownictwa "PZL-Bielsko" Model SZD-50-3 "Puchacz" sailplanes, all serial numbers, certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by 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 fatigue damage of the welded joint between the airbrake torque tube and the airbrake control system lever located inside the fuselage. We are issuing this AD to detect and correct fatigue damage of the airbrake torque tube and the airbrake control system lever, which may cause a malfunction of the airbrake, resulting in loss of control of the sailplane.

(f) Actions and Compliance

Unless already done, do the following actions in paragraphs (f)(1) through (f)(6) of this AD:

(1) For sailplanes equipped with the old version torque tube, with or without reinforced corner: Initially within 30 days after July 22, 2014 (the effective date of this AD) and repetitively thereafter at intervals not to exceed every 12 months or 100 hours time-in-service (TIS), whichever occurs first, do a detailed inspection of the airbrake torque tube following the inspection procedures in paragraph (2)(b) in Allstar PZL Glider Sp. z o.o. Service Bulletin No. BE-062/SZD-50-3/2013 "PUCHACZ", Revision A, dated September 16, 2013.

(2) For sailplanes equipped with the new type torque tube, with reinforced corner: Initially within 30 days after July 22, 2014 (the effective date of this AD) and repetitively thereafter at intervals not to exceed every 12 months or 100 hours TIS, whichever occurs first, visually inspect the welded joint of the airbrake torque tube following the conditions of inspection, first bulleted item of paragraph (2)(a)(2), in Allstar PZL Glider Sp. z o.o. Service Bulletin No. BE-062/SZD-50-3/2013 "PUCHACZ", Revision A, dated September 16, 2013.

(3) For sailplanes equipped with the new type torque tube, with reinforced corner: During the first 1,000-hour inspection after July 22, 2014 (the effective date of this AD), and then repetitively at each scheduled 1,000-hour inspection, do a detailed inspection of the welded joint of the airbrake torque tube following the inspection procedures in paragraph (2)(b) in Allstar PZL Glider Sp. z o.o. Service Bulletin No. BE-062/SZD-50-3/2013 "PUCHACZ", Revision A, dated September 16, 2013.

(4) For all sailplanes: If during any inspection required by paragraph (f)(1), (f)(2), or (f)(3) of this AD any damage is found as detailed in paragraph (2)(c) of PZL Glider Sp. z o.o. Service Bulletin No. BE-062/SZD-50-3/2013 "PUCHACZ", Revision A, dated September 16, 2013, before further flight, replace the airbrake torque tube as described in the Post-inspection procedures, paragraph (2)(c), of Allstar PZL Glider Sp. z o.o. Service Bulletin No. BE-062/SZD-50-3/2013 "PUCHACZ", Revision A, dated September 16, 2013.

(5) For all sailplanes: Replacement of an airbrake torque tube, as required by paragraph (f)(4) of this AD, does not constitute terminating action for inspection requirements of paragraphs (f)(1), (f)(2), and (f)(3) of this AD.

(6) For all sailplanes: Compliance with the requirements of paragraphs (f)(1), (f)(2), or (f)(3) of this AD can be demonstrated by incorporating the applicable required inspections and follow-on corrective actions, as specified in Allstar PZL Glider Sp. z o.o. Service Bulletin No. BE-062/SZD-50-3/2013 "PUCHACZ", Revision A, dated September 16, 2013, into the approved instructions for continued airworthiness (ICA) of the maintenance 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: 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.

(h) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) AD No.: 2014-0015, dated January 14, 2014, for related information. The MCAI can be found in the AD docket on the Internet at: http://www.regulations.gov/#!documentDetail;D=FAA-2014-0180-0002.

(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) Allstar PZL Glider Sp. z o.o. Service Bulletin No. BE-062/SZD-50-3/2013 "PUCHACZ", Revision A, dated September 16, 2013.

(ii) Reserved.

(3) For Przedsiebiorstwo Doswiadczalno-Produkcyjne Szybownictwa "PZL-Bielsko" Model SZD-50-3 "Puchacz" service information identified in this AD, contact Allstar PZL Glider, Sp. z o.

o., ul. Cieszynska 325, 43-300 Bielsko-Biala, Poland; telephone: +48 33 812 50 26; fax: +48 33 812 3739; email: techsupport@szd.com.pl; Internet: http://szd.com.pl/en/products/szd-50-3-puchacz.

(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 June 6, 2014.
Timothy Smyth,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.

2014-12-09 Agusta S.p.A. (Agusta): Amendment 39-17870; Docket No. FAA-2014-0379; Directorate Identifier 2013-SW-067-AD.

(a) Applicability

This AD applies to Agusta Model AB412 helicopters with a transmission oil outlet hose (hose) part number 70-061L275W210A installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as hose failure, which could result in loss of main gear box (MGB) lubrication, failure of the MGB, and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective July 7, 2014.

(d) Compliance

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

(e) Required Actions

(1) Within 10 hours time-in-service (TIS), and thereafter at intervals not to exceed 100 hours TIS:

(i) If installed, remove the external cargo suspension hook. In the cargo hook opening, underneath the transmission oil sump, slide the data plate and clear sleeve, if installed, aside and, using a light, inspect the stainless steel hose braiding for damage, fretting, or a broken wire.

(ii) If the stainless steel hose braiding has any damage, fretting, or a broken wire, before further flight, replace the hose.

(2) Within 35 hours TIS, and thereafter at intervals not to exceed 25 hours TIS:

(i) Through the left side pylon door, using a light and a mirror, inspect the stainless steel hose braiding for damage, fretting, or a broken wire.

(ii) If the stainless steel hose braiding has any damage, fretting, or a broken wire, before further flight, replace the hose.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Rotorcraft Standards Staff, FAA, may approve AMOCs for this AD. Send your proposal to: Tyrone Millard, Aviation Safety Engineer, Rotorcraft Standards Staff, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email tyrone.d.millard@faa.gov.

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

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

(g) Additional Information

(1) AgustaWestland Bollettino Tecnico No. 412-137, dated November 26, 2013, which is not incorporated by reference, contains additional information about the subject of this AD. For 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-bullettins. You may review a copy of the service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth Texas 76137.

(2) The subject of this AD is addressed in European Aviation Safety Agency (EASA) Emergency AD No. 2013-0282-E, dated November 27, 2013. You may view the EASA AD on the internet at http://www.regulations.gov in Docket No. FAA-2014-0379.

(h) Subject

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

Issued in Fort Worth, Texas, on June 6, 2014.
Lance T. Gant,
Acting Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.