

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

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

BIWEEKLY 2016-06

3/7/2016 - 3/20/2016



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

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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

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

Biweekly 2016-01

2015-26-04	S 2002-13-11	Airbus Helicopters	EC120B helicopters
2015-26-08		Piper Aircraft, Inc.	PA-44-180, PA-44-180T airplanes
2015-26-10		Sikorsky Aircraft Corporation	S-76A, S-76B, and S-76C helicopters

Biweekly 2016-02

2015-12-09 R1	R 2015-12-09	Airbus Helicopters Deutschland GmbH	EC135P1, EC135T1, EC135P2, EC135T2, EC135P2+, EC135T2+, and MBB-BK 117 C-2
2016-01-01		Piper Aircraft, Inc.	PA-46-500TP
2016-01-06		Agusta S.p.A.	AB139 and AW139
2016-01-14		Airbus Helicopters Deutschland GmbH	MBB-BK 117 A-1, A-3, A-4, B-1, B-2, C-1, and C-2
2016-01-15		Agusta S.p.A.	AB139 and AW139
2016-01-19		MD Helicopters Inc.	500N and 600N

Biweekly 2016-03

2015-22-51		Agusta S.p.A.	A109A and A109AII helicopters
2016-02-06		Bell Helicopter Textron Canada Limited	429 helicopters

Biweekly 2016-04

2016-03-02		Turbomeca S.A.	ARRIEL 2C, 2C1, 2C2, 2S1, and 2S2 turboshaft engines
2016-03-05	S 2014-13-01	Airbus Helicopters Deutschland GmbH	MBB-BK 117 C-2 and MBB-BK 117 D-2 helicopters
2016-04-05	S 2014-03-18	B-N Group Ltd.	BN-2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN2A MK. III, BN2A MK. III-2, and BN2A MK. III-3 airplanes

Biweekly 2016-05

2016-04-04		M7 Aerospace LLC	SA26-AT, SA226-T(B), SA226-AT, SA226-T, SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), and SA227-TT
2016-04-14		Turbomeca S.A.	Arriel 1E2
2016-04-15		MD Helicopters Inc.	369A, 369D, 369E, 369FF, 369HE, 369HM, 369HS, 500N, and 600N
2016-05-06	S 2014-07-52	Airbus Helicopters	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP

Biweekly 2016-06

2016-04-12		Turbomeca S.A.	Arriel 2B, 2B1, 2C, 2C1, 2C2, 2D, 2E, 2S1, and 2S2 turboshaft engines
2016-05-01	R 96-12-12	Piper Aircraft, Inc.	PA-31, PA-31-300, PA-31-325 and PA-31-350
2016-05-08	R 2006-23-17	Turbomeca S.A.	Turmo IV A and IV C turboshaft engines.
2016-05-09		MD Helicopters, Inc.	369A (Army OH-6A), 369H, 369HE, 369HM, 369HS, and 369D; 369E, 369F and 369FF, 500N
2016-05-10		Airbus Helicopters	AS 365 N3, EC 155B, and EC155B1
2016-05-11		Sikorsky Aircraft Corporation	S-92A
2016-05-13		Pratt & Whitney Canada Corp.	PT6A-60AG, BS919 and BS1048; PT6A-65AG, BS708, BS903, BS1101, and BS1102; PT6A-67AF; and PT6A-67AG
2016-06-01	S 2007-06-06	B-N Group Ltd.	BN-2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN2A MK. III, BN2A MK. III-2, BN2A MK. III-3 BN2A, BN2B, and BN2A MKIII, BN2A, BN2B, and BN2A MKIII



2016-04-12 Turbomeca S.A.: Amendment 39-18406; Docket No. FAA-2015-3753; Directorate Identifier 2015-NE-26-AD.

(a) Effective Date

This AD becomes effective April 14, 2016.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Turbomeca S.A. Arriel 2B, 2B1, 2C, 2C1, 2C2, 2D, 2E, 2S1, and 2S2 turboshaft engines with an engine accessory gearbox (AGB), part number (P/N) 0292120650, with a machined front casing.

(d) Reason

This AD was prompted by a report of an uncommanded in-flight shutdown (IFSD) of an Arriel 2 engine caused by rupture of the 41-tooth gear, which forms part of the bevel gear in the engine AGB. We are issuing this AD to prevent failure of the engine AGB, which could lead to IFSD, damage to the engine, and damage to the aircraft.

(e) Actions and Compliance

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

(1) Initial Spectrometric Oil Analysis (SOA)

(i) Perform an initial SOA within the compliance times given in paragraph (e)(1)(i)(A) or (e)(1)(i)(B) of this AD:

(A) If the engine AGB has less than 800 engine hours (EHs) since new or since last overhaul, do an initial SOA before exceeding 850 EHs since new or since last overhaul.

(B) If the engine AGB has 800 EHs or more since new or since last overhaul, or if the EHs are unknown, do an initial SOA within 50 EHs after the effective date of this AD.

(C) Use paragraphs 2.4.2.1 and 2.4.2.2 of Turbomeca S.A. Mandatory Service Bulletin (MSB) No. 292 72 2861, Version A, dated April 24, 2015, to perform the SOA required by paragraph (e) of this AD.

(ii) Reserved.

(2) Repetitive SOA

(i) If the aluminum concentration determined from the most recent SOA is less than 0.8 parts per million (PPM), repeat the SOA required by paragraph (e) of this AD within 100 EHs time since last analysis (TSLA).

(ii) If the aluminum concentration determined from the most recent SOA is between 0.8 PPM and 1.4 PPM, inclusive, repeat the SOA required by paragraph (e) of this AD within 50 EHs TSLA. Do not perform draining before doing the next SOA.

(iii) If the aluminum concentration determined from the most recent SOA is greater than 1.4 PPM, remove the engine AGB from service within 50 EHs TSLA.

(f) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, FAA, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request. You may email your request to: ANE-AD-AMOC@faa.gov.

(g) Related Information

(1) For more information about this AD, contact Philip Haberlen, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7770; fax: 781-238-7199; email: philip.haberlen@faa.gov.

(2) Refer to MCAI European Aviation Safety Agency AD 2015-0162, dated August 6, 2015, for more information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2015-3753-0001>.

(h) 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) Turbomeca S.A. Mandatory Service Bulletin No. 292 72 2861, Version A, dated April 24, 2015.

(ii) Reserved.

(3) For Turbomeca S.A. service information identified in this AD, contact Turbomeca S.A., 40220 Tarnos, France; phone: 33 0 5 59 74 40 00; fax: 33 0 5 59 74 45 15.

(4) You may view this service information at FAA, Engine & Propeller Directorate, 1200 District Avenue, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

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

Issued in Burlington, Massachusetts, on February 18, 2016.
Ann C. Mollica,
Acting Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2016-05-01 Piper Aircraft, Inc.: Amendment 39-18419; Docket No. FAA-2015-7205; Directorate Identifier 2015-CE-025-AD.

(a) Effective Date

This AD is effective April 15, 2016.

(b) Affected ADs

This AD replaces 96-12-12, Amendment 39-9654 (61 FR 28732, June 6, 1996) ("AD 96-12-12").

(c) Applicability

This AD applies to the following Piper Aircraft, Inc. airplanes listed in paragraphs (c)(1) and (c)(2) of this AD, certificated in any category:

(1) Models PA-31, PA-31-300, and PA-31-325: Serial numbers 31-2 through 31-900 and 31-7300901 through 31-8312019; and

(2) Model PA-31-350: Serial numbers 31-5001 through 31-5004 and 31-7305005 through 31-8553002.

Note 1 to paragraph (c)(1) of this AD: The Model PA-31 may also be identified as a PA-31-310, even though the PA-31-310 is not a model recognized by the Federal Aviation Administration (FAA) on the type certificate data sheet.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 53, Fuselage.

(e) Unsafe Condition

This AD was prompted by bulkhead cracks found on airplanes that had complied with AD 96-12-12 and on additional airplanes not affected by AD 96-12-12. We are issuing this AD to prevent structural failure of the vertical fin forward spar caused by cracks in the fuselage station (FS) at 317.75 upper bulkhead, which could lead to loss of control.

(f) Compliance

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

(g) Inspection/Repair

(1) Before or upon accumulating 2,000 hours time-in-service (TIS) or within the next 100 hours TIS after April 15, 2016 (the effective date of this AD), whichever occurs later, and repetitively thereafter at intervals not to exceed 100 hours TIS, inspect the bulkhead assembly at FS 317.75 for

cracks following Part I of the Instructions in Piper Aircraft, Inc. Service Bulletin No. 1273A, dated October 22, 2015.

(2) If any cracks are found during the inspection required in paragraph (g)(1) of this AD, before further flight, repair the cracks and install the reinforcement modification following Part I of the Instructions in Piper Aircraft, Inc. Service Bulletin No. 1273A, dated October 22, 2015. This repair/modification terminates the requirements for the repetitive inspections required in paragraph (g)(1) of this AD.

(3) You may do the modification required in paragraph (h) of this AD to terminate the repetitive inspections required in paragraph (g)(1) of this AD.

(h) Modification

Unless already done as a repair for cracks found in the inspection required in paragraph (g)(1) of this AD, before or upon accumulating 2,500 hours TIS or within the next 500 hours after April 15, 2016 (the effective date of this AD), whichever occurs later, install the reinforcement modification following Part II of the Instructions in Piper Aircraft, Inc. Service Bulletin No. 1273A, dated October 22, 2015. This modification terminates the repetitive inspections required in paragraph (g)(1) of this AD.

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

This AD allows credit for the inspection required in paragraph (g)(1) of this AD and the repair required in paragraph (g)(2) of this AD, if done before April 15, 2016 (the effective date of this AD), following Part I of the Instructions in Piper Aircraft, Inc. Service Bulletin No. 1273, dated June 4, 2015. This AD also allows credit for the modification required in paragraph (h) of this AD, if done before April 15, 2016 (the effective date of this AD), following Part II of the Instructions in Piper Aircraft, Inc. Service Bulletin No. 1273, dated June 4, 2015.

(j) Alternative Methods of Compliance (AMOCs)

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

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

(k) Related Information

For more information about this AD, contact Gregory "Keith" Noles, Aerospace Engineer, FAA, Atlanta ACO, 1701 Columbia Avenue, College Park, Georgia 30337; phone: (404) 474-5551; fax: (404) 474-5606; email: gregory.noles@faa.gov.

(l) Material Incorporated by Reference

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

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

(i) Piper Aircraft, Inc. Service Bulletin No. 1273A, dated October 22, 2015.

(ii) Reserved.

(3) For Piper Aircraft, Inc. service information identified in this AD, contact Piper Aircraft, Inc. 2926 Piper Drive, Vero Beach, FL 32960; telephone: (415) 330-9500; email: sales@atp.com; and Internet: <http://www.piper.com/technical-publications/>.

(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 February 24, 2016.

Robert P. Busto,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2016-05-08 Turbomeca S.A.: Amendment 39-18426; Docket No. FAA-2006-25970; Directorate Identifier 99-NE-12-AD.

(a) Effective Date

This AD is effective April 21, 2016.

(b) Affected ADs

This AD replaces AD 2006-23-17.

(c) Applicability

This AD applies to Turbomeca S.A. Turmo IV A and IV C turboshaft engines.

(d) Unsafe Condition

This AD was prompted by a centrifugal compressor inducer blade loss. We are issuing this AD to prevent failure of the centrifugal compressor inducer, which could lead to an uncontained blade release, damage to the engine, and damage to the airplane.

(e) Compliance

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

(1) Remove the TU 197 and TU 215 standard centrifugal compressors and install the TU 224 standard centrifugal compressor, within 30 days after the effective date of this AD.

(2) Perform initial and repetitive ultrasonic inspections (UIs) or eddy current inspections (ECIs) of the centrifugal compressor (inducer). Use Accomplishment Instructions, paragraph 6.B.(1)(b) of Turbomeca S.A. Alert Mandatory Service Bulletin (MSB) No. A249 72 0100, Version H, dated May 21, 2015 to do the inspections. Use Appendix 1 of Turbomeca S.A. Alert MSB No. A249 72 0100, Version H, dated May 21, 2015 for the schedule of inspections.

(3) Perform initial and repetitive borescope inspections (BSIs) of the centrifugal compressor inducer. Use Accomplishment Instructions, paragraphs 6.B.(1)(a) of Turbomeca S.A. Alert MSB No. A249 72 0100, Version H, dated May 21, 2015 to do the inspections. Use Appendix 1 of Turbomeca S.A. Alert MSB No. A249 72 0100, Version H, dated May 21, 2015 for the schedule of inspections.

(4) If, during any inspection required by paragraphs (e)(2) or (e)(3) of this AD, any crack, corrosion, or other damage is detected on the inducer, then before next flight, replace the centrifugal compressor.

(5) Accomplishment of a UI or ECI of the centrifugal compressor inducer, required by paragraph (e)(2) of this AD, is acceptable in lieu of a BSI required by paragraph (e)(3) of this AD for that engine.

(6) Replacement of a centrifugal compressor required by paragraph (e)(4) of this AD, does not constitute terminating action for the repetitive inspections required by paragraphs (e)(2) and (e)(3) of this AD.

(f) Credit for Previous Actions

You may take credit for the inspections and corrective actions required by paragraphs (e)(2) and (e)(3) of this AD, if you performed the inspections and corrective actions before the effective date of this AD, using Turbomeca S.A. Alert MSB No. A249 72 0100, Version G, or an earlier version.

(g) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, FAA, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request. You may email your request to: ANE-AD-AMOC@faa.gov.

(h) Related Information

For more information about this AD, contact Kenneth Steeves, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7765; fax: 781-238-7199; email: kenneth.steeves@faa.gov.

(i) Material Incorporated by Reference

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

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

(i) Turbomeca S.A. Alert Mandatory Service Bulletin (MSB) No. A249 72 0100, Version H, dated May 21, 2015.

(ii) Reserved.

(3) For Turbomeca S.A. service information identified in this AD, contact Turbomeca S.A., 40220 Tarnos, France; phone: 33 (0)5 59 74 40 00; fax: 33 (0)5 59 74 45 15.

(4) You may view this service information at FAA, Engine & Propeller Directorate, 1200 District Avenue, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

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

Issued in Burlington, Massachusetts, on February 26, 2016.
Colleen M. D'Alessandro,
Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2016-05-09 MD Helicopters, Inc.: Amendment 39-18427; Docket No. FAA-2015-3658; Directorate Identifier 2014-SW-039-AD.

(a) Applicability

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

- (1) Model 369A (Army OH-6A), 369H, 369HE, 369HM, 369HS, and 369D;
- (2) Model 369E with a serial number (S/N) 0001E through 0620E;
- (3) Model 369F and 369FF with a S/N 0001FF through 0212FF, 0600FF, 0601FF, 0602FF, and 0700FF through 0711FF and with an auxiliary fuel pump part number (P/N) 369A8143-3 installed; and
- (4) Model 500N with a S/N LN001 through LN0111.

(b) Unsafe Condition

This AD defines the unsafe condition as incorrect routing of the auxiliary fuel pump (fuel pump) wiring. This condition could result in an erroneous fuel quantity indication in the cockpit and subsequent fuel exhaustion and emergency landing.

(c) Effective Date

This AD becomes effective April 15, 2016.

(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:

(1) Remove the fuel quantity sensor by following the Accomplishment Instructions, paragraph 2.B., of MD Helicopters Service Bulletin SB369H-255, SB369E-111, SB500N-049, SB369D-213, or SB369F-098, dated April 30, 2014, as applicable to your model helicopter. Using a mirror and light, inspect the routing of the fuel pump wire in the area depicted in Figure 2 of MD Helicopters Service Bulletin SB369H-255, SB369E-111, SB500N-049, SB369D-213, or SB369F-098, dated April 30, 2014, as applicable to your model helicopter, and determine whether the fuel pump wire is wrapped around the left-hand fuel cell fuel inlet hose assembly a minimum of one revolution.

(i) If the fuel pump wire is wrapped around the left-hand fuel cell fuel inlet hose a minimum of one revolution, install the fuel quantity sensor and perform a fuel quantity sensor functional test for proper fuel float arm function.

(ii) If the fuel pump wire is not wrapped around the left-hand fuel cell fuel inlet hose a minimum of one revolution, install the fuel quantity sensor, route the fuel pump wire around the left-hand fuel cell fuel inlet hose by following paragraphs 2.E.(1) through 2.E.(8) of MD Helicopters Service Bulletin SB369H-255, SB369E-111, SB500N-049, SB369D-213, or SB369F-098, dated April 30,

2014 as applicable to your model helicopter, and perform a fuel quantity sensor functional test for proper fuel float arm function.

(2) Install start pump warning decal, P/N MHS5861-66 or equivalent, on the left-hand fuel cell cover by following paragraph 2.G. of MD Helicopters Service Bulletin SB369H-255, SB369E-111, SB500N-049, SB369D-213, or SB369F-098, dated April 30, 2014 as applicable to your model helicopter.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Los Angeles Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Danny Nguyen, Aerospace Engineer Transport Airplane Directorate, FAA, 3960 Paramount Blvd., Lakewood, California 90712; telephone (562) 627-5247; email 9-ANM-LAACO-AMOC-REQUESTS@faa.gov.

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

(g) Subject

Joint Aircraft Service Component (JASC) Code: 2840 Fuel Quantity Indicating System.

(h) Material Incorporated by Reference

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

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

(i) MD Helicopters Service Bulletin SB369D-213, dated April 30, 2014.

(ii) MD Helicopters Service Bulletin SB369E-111, dated April 30, 2014.

(iii) MD Helicopters Service Bulletin SB369F-098, dated April 30, 2014.

(iv) MD Helicopters Service Bulletin SB369H-255, dated April 30, 2014.

(v) MD Helicopters Service Bulletin SB500N-049, dated April 30, 2014.

Note 1 to paragraph (h)(2): MD Helicopters Service Bulletin SB369D-213, SB369E-111, SB369F-098, SB369H-255, and SB500N-049, dated April 30, 2014, are co-published as one document.

(3) For MD Helicopters service information identified in this final rule, contact MD Helicopters, Inc., Attn: Customer Support Division, 4555 E. McDowell Rd., Mail Stop M615, Mesa, AZ 85215-9734; telephone 1-800-388-3378; fax 480-346-6813; or at <http://www.mdhelicopters.com>.

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

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

Issued in Fort Worth, Texas, on March 1, 2016.

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



2016-05-10 Airbus Helicopters: Amendment 39-18428; Docket No. FAA-2015-4381; Directorate Identifier 2015-SW-009-AD.

(a) Applicability

This AD applies to Airbus Helicopters Model AS 365 N3, EC 155B, and EC155B1 helicopters with an external life raft part number 245431-0, 245431-1, 245434-0, or 245434-1 installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as an external life raft's failure to deploy. This condition could prevent the safe evacuation of helicopter occupants during an emergency landing in water.

(c) Effective Date

This AD becomes effective March 28, 2016.

(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

Before the next flight over water, install a sheath kit on each left-hand and right-hand life raft deployment control in accordance with the Accomplishment Instructions, paragraph 3.B.2, of Airbus Helicopters Alert Service Bulletin (ASB) No. AS365-25.01.45, Revision 1, dated February 2, 2015, or ASB No. EC155-25A128, Revision 1, dated February 2, 2015, whichever is applicable to your helicopter.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: David Hatfield, Aviation Safety Engineer, Safety Management Group, Rotorcraft Directorate, FAA, 10101 Hillwood Pkwy, Fort Worth, TX 76177; telephone (817) 222-5116; email 9-ASW-FTW-AMOC-Requests@faa.gov.

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

(g) Additional Information

The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2015-0048, dated March 17, 2015. You may view the EASA AD on the Internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2015-4381.

(h) Subject

Joint Aircraft Service Component (JASC) Code: Life Raft, 2564.

(i) Material Incorporated by Reference

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

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

(i) Airbus Helicopters Alert Service Bulletin No. AS365-25.01.45, Revision 1, dated February 2, 2015.

(ii) Airbus Helicopters Alert Service Bulletin No. EC155-25A128, Revision 1, dated February 2, 2015.

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

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

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

Issued in Fort Worth, Texas, on February 29, 2016.

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



2016-05-11 Sikorsky Aircraft Corporation (Sikorsky): Amendment 39-18429; Docket No. FAA-2016-4280; Directorate Identifier 2016-SW-008-AD.

(a) Applicability

This AD applies to Sikorsky Model S-92A helicopters, serial numbers 920006 through 920291, with a main rotor or tail rotor servo input pushrod with a part number (P/N) listed in Table 1 to paragraph (a) of this AD, certificated in any category.

Table 1 to Paragraph (a)

Yaw Boost Input Pushrod	92400-04801-108	60-100 inch pounds.
Pitch Boost Input Pushrod	92400-04801-107	43 inch pounds.
Collective Boost Input Pushrod	92400-04801-107	350 inch pounds.
Roll Boost Input Pushrod	92400-04801-109	43 inch pounds.
Yaw Boost Out Pushrod	92400-04802-109	40-46 inch pounds.
Roll Boost Out Pushrod	92400-04803-103	40-46 inch pounds.
Pitch Boost Out Pushrod	92400-04803-102	40-46 inch pounds.
Collective Boost Out Pushrod	92400-04802-108	40-46 inch pounds.
Limiter Pushrod	92400-04803-106	40-46 inch pounds.
Pitch to Roll Pushrod	92400-04803-107	40-46 inch pounds.
Left Hand Main Rotor Servo Pushrod	92400-04801-110	350 inch pounds.
Forward Main Rotor Servo Pushrod	92400-04801-111	350 inch pounds.
Right Hand Main Rotor Servo Pushrod	92400-04801-112	350 inch pounds.
Upper Deck Quadrant Pushrod	92400-04802-105	60-100 inch pounds.
Tail Rotor Servo Input Pushrod	92400-04802-107	40-46 inch pounds.

(b) Unsafe Condition

This AD defines the unsafe condition as an incorrectly installed locking mechanism resulting in a loose jam nut. This condition, if not detected and corrected, could result in failure of the main rotor or tail rotor control pushrod, loss of main rotor or tail rotor flight control and consequent loss of helicopter control.

(c) Effective Date

This AD becomes effective March 28, 2016.

(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 5 hours time-in-service:

(1) For each control input pushrod (pushrod) adjustable end, except for the upper deck quadrant pushrod:

(i) Remove the safety cable and using finger pressure, inspect each jam nut for movement. If a jam nut moves with finger pressure, remove the pushrod assembly from service.

(ii) Inspect to determine whether a 0.02 inch diameter safety wire can pass through the inspection hole. If the safety wire passes through the inspection hole, repair the pushrod in accordance with the Accomplishment Instructions, paragraphs C.(2)(b) through C.(2)(l) of Sikorsky S-92 Helicopter Alert Service Bulletin ASB 92-67-006, Revision A, dated February 19, 2016 (ASB), which is terminating action for that adjustable end.

(iii) Where locking devices are used, inspect for correct engagement of serrations and keys of the locking device as shown in Figure 4 of the ASB. If a locking device is not correctly engaged, repair the locking device in accordance with the Accomplishment Instructions, paragraphs C.(3)(c) through C.(3)(f) of the ASB, which is terminating action for that adjustable end.

(iv) Torque each jam nut using the torque values listed in Table 1 to paragraph (a) of this AD. Install the safety cable, making sure the right-hand threads have safety cable routed as shown in Figure 2 of the ASB, and the left-hand threads have safety cable routed as shown in Figure 3 of the ASB.

(2) For the upper deck quadrant pushrod, determine whether there is any gap between the jam nut, locking device, and adjustable end.

(i) If there is a gap, gain access to the pushrod, remove the safety cable, and using finger pressure, inspect the jam nut for movement. If the jam nut moves with finger pressure, remove the pushrod assembly from service. If the jam nut does not move, perform the actions in paragraphs (e)(1)(ii) through (e)(1)(iv) of this AD.

(ii) If there is no gap, visually inspect the adjustable end for correct safety cable routing as shown in Figure 2 of the ASB, correct engagement of serrations and keys of the locking device as shown in Figure 4 of the ASB, and to determine whether any thread is visible in the inspection hole. If the safety cable is routed incorrectly, if the locking device is not correctly engaged, or if there is no thread in the inspection hole, gain access to the pushrod. Using finger pressure, inspect the jam nut for movement. If the jam nut moves with finger pressure, remove the pushrod assembly from service. If the jam nut does not move with finger pressure, perform the actions in paragraphs (e)(1)(ii) through (e)(1)(iv) of this AD.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Boston Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Blaine Williams, Aerospace Engineer, Boston Aircraft Certification Office, Engine & Propeller Directorate, 1200 District Avenue, Burlington, Massachusetts 01803; telephone (781) 238-7161; email blaine.williams@faa.gov.

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

(g) Subject

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

(h) Material Incorporated by Reference

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

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

(i) Sikorsky S-92 Helicopter Alert Service Bulletin ASB 92-67-006, Revision A, dated February 19, 2016.

(ii) Reserved.

(3) For Sikorsky service information identified in this final rule, contact Sikorsky Aircraft Corporation, Customer Service Engineering, 124 Quarry Road, Trumbull, CT 06611; telephone 1-800-Winged-S or 203-416-4299; email sikorskywcs@sikorsky.com.

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

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

Issued in Fort Worth, Texas, on March 2, 2016.

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



2016-05-13 Pratt & Whitney Canada Corp. (Type Certificate previously held by Pratt & Whitney Canada, Inc., Pratt & Whitney Aircraft of Canada, Ltd., and United Aircraft of Canada, Ltd.): Amendment 39-18431; Docket No. FAA-2015-3732; Directorate Identifier 2015-NE-25-AD.

(a) Effective Date

This AD becomes effective April 22, 2016.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pratt & Whitney Canada Corp. (P&WC) PT6A-60AG, BS919 and BS1048 with pre-Service Bulletin (S.B.) No. PT6A-72-13402, dated August 12, 2005 configuration; PT6A-65AG, BS708, BS903, BS1101, and BS1102 with pre-S.B. No. PT6A-72-13408, dated July 3, 2006 configuration; PT6A-67AF; and PT6A-67AG turboprop engines with Woodward fuel control units (FCUs), installed.

(d) Reason

This AD was prompted by incidents of corrosion and perforation of the two-ply Cu-Be bellows in Woodward FCUs. We are issuing this AD to prevent failure of the Woodward FCU and engine, in-flight shutdown, and loss of control of the airplane.

(e) Actions and Compliance

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

(1) For P&WC PT6A-67AF and PT6A-67AG engines, within 500 flight hours (FHs) or one year after the effective date of this AD, whichever occurs first, replace the Woodward FCU. Use paragraphs 3.A. and 3.C. of P&WC S.B. No. PT6A-72-14389, Revision No. 4, dated February 3, 2016 to replace the FCU.

(2) For P&WC PT6A-60AG BS919 and BS1048 engines with pre-S.B. No. PT6A-72-13402 configurations, within 36 months after the effective date of this AD, replace the Woodward FCU. Use paragraph 3.C.(1) and 3.C.(3) of P&WC S.B. No. PT6A-72-13473, Revision No. 1, dated May 26, 2015 to replace the FCU.

(3) For P&WC PT6A-65AG BS708, BS903, BS1101, and BS1102 engines with pre-S.B. No. PT6A-72-13408 configurations, within 36 months after the effective date of this AD, replace the Woodward FCU. Use paragraphs 3.A.(1) and 3.A.(3) of P&WC S.B. No. PT6A-72-13473, Revision No. 1, dated May 26, 2015 to replace the FCU.

(f) Credit for Previous Actions

You may take credit for the actions required by paragraph (e) of this AD if you performed the actions before the effective date of this AD in accordance with P&WC S.B. No. PT6A-72-14389, Revision No. 3, dated January 27, 2011; or S.B. No. PT6A-72-13473, dated March 12, 2015; or S.B. No. PT6A-72-13408, Revision No. 1, dated March 12, 2015; or earlier versions.

(g) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, FAA, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request. You may email your request to: ANE-AD-AMOC@faa.gov.

(h) Related Information

(1) For more information about this AD, contact Besian Luga, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7750; fax: 781-238-7199; email: besian.luga@faa.gov.

(2) Refer to MCAI Transport Canada AD CF-2015-23, dated July 23, 2015, for more information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2015-3732. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2015-3732-0002>.

(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) Pratt & Whitney Canada (P&WC) Service Bulletin (S.B.) No. PT6A-72-14389, Revision No. 4, dated February 3, 2016 (P&WC S.B. No. 14389R4).

(ii) P&WC S.B. No. PT6A-72-13473, Revision No. 1, dated May 26, 2015 (P&WC S.B. No. 13473R1).

(3) For P&WC service information identified in this AD, contact Pratt & Whitney Corp., 1000 Marie-Victorin, Longueuil, Quebec, Canada, J4G 1A1; phone: 800-268-8000; fax: 450-647-2888; Internet: www.pwc.ca.

(4) You may view this service information at FAA, Engine & Propeller Directorate, 1200 District Avenue, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

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

Issued in Burlington, Massachusetts, on March 2, 2016.
Colleen M. D'Alessandro,
Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2016-06-01 B-N Group Ltd.: Amendment 39-18432; Docket No. FAA-2015-7777; Directorate Identifier 2015-CE-036-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective April 19, 2016.

(b) Affected ADs

This AD supersedes AD 2007-06-06, Amendment 39-14987 (72 FR 12557; March 16, 2007).

(c) Applicability

This AD applies to B-N Group Ltd. Models BN-2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN2A MK. III, BN2A MK. III-2, BN2A MK. III-3 BN2A, BN2B, and BN2A MKIII, BN2A, BN2B, and BN2A MKIII (all models on TCDS A17EU and A29EU) airplanes, all serial numbers, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 34: Navigation.

(e) Reason

This AD was prompted by mandatory continuing airworthiness information (MCAI) issued 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 in the inner shell of certain pitot/static pressure heads. We are issuing this AD to correct cracks of the inner shell of certain pitot/static pressure heads for cracks; which could lead to incorrect readings on the pressure instrumentation, e.g. altimeters, vertical speed indicators (rate-of-climb) and airspeed indicators and possibly result in reduced control of the airplane.

(f) Actions and Compliance

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

(1) For airplanes equipped with pitot/static pressure head part number (P/N) DU130-24: Within 50 hours time-in-service (TIS) after April 19, 2016 (the effective date of this AD) and repetitively thereafter at intervals not to exceed 50 hours TIS, inspect the pitot/static pressure head for cracks and/or separation and perform a leak test following the procedures in the action section of Britten-Norman Service Bulletin SB 310, Issue 4, dated September 25, 2015.

(2) For airplanes equipped with pitot/static pressure head part number (P/N) DU130-24: If, during an inspection or test required in paragraph (f)(1) of this AD discrepancies are found, before further flight, replace the pitot/static pressure head with an airworthy part.

(3) For airplanes equipped with pitot/static pressure head part number (P/N) DU130-24: Corrections performed on airplanes as required in paragraph (f)(2) of this AD do not constitute terminating action for the repetitive actions required in paragraph (f)(1) of this AD.

(4) For airplanes not equipped with a pitot/static pressure head P/N DU130-24 on the effective date of this AD: After April 19, 2016 (the effective date of this AD), do not install a pitot/static pressure head P/N DU130-24.

(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: Raymond Johnston, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4159; fax: (816) 329-3047; email: raymond.johnston@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.: 2015-0199, dated October 7, 2015, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-7777. For service information related to this AD, contact Britten-Norman Aircraft Limited, Commodore House, Mountbatten Business Centre, Millbrook Road East, Southampton SO15 1HY, United Kingdom; telephone: +44 20 3371 4000; fax: +44 20 3371 4001; email: info@bnaircraft.com; Internet: <http://www.britten-norman.com/customer-support/>. You may review copies of the referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(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) Britten-Norman Service Bulletin SB 310, Issue 4, dated September 25, 2015.

(ii) Reserved.

(3) For Britten-Norman Aircraft Limited service information identified in this AD, contact Britten-Norman Aircraft Limited, Commodore House, Mountbatten Business Centre, Millbrook Road East, Southampton SO15 1HY, United Kingdom; telephone: +44 20 3371 4000; fax: +44 20 3371 4001; email: info@bnaircraft.com; Internet: <http://www.britten-norman.com/customer-support/>.

(4) You may review copies of the referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148. In addition, you can access this service information on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-7777.

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

Issued in Kansas City, Missouri, on March 7, 2016.

Pat Mullen,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.