

**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES**

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

**BIWEEKLY 2015-14**

*6/29/2015 - 7/12/2015*



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 2015-01**

2014-26-04		GROB-WERKE	G115EG and G120A
2014-26-05		Beechcraft Corporation	G58

**Biweekly 2015-02**

2014-26-02		Airbus Helicopters	EC155B1 and AS 365 N3 helicopters
2015-01-02		Mitsubishi Heavy Industries, Ltd.	MU-2B-30, MU-2B-35, MU-2B-36, MU-2B-36A and MU-2B-60

**Biweekly 2015-03**

2014-12-11 R1	R 2014-12-11	Sikorsky Aircraft Corporation	S-92A
2015-01-03		Pilatus Aircraft Ltd	PC-7
2015-02-01	S 2011-23-01	Technify Motors GmbH (TMG)	TAE 125-01 and TAE 125-02-99
2015-02-07		Lycoming Engines	AEIO-320-D1B; AEIO-360-A1E, -A1E6, -B1H, -H1B; AEIO-540-D4A5, -D4B5, -D4D5, -L1B5, -L1B5D, -L1D5; AEIO-580-B1A; and IO-540-K1K5
2015-02-09		Costruzioni Aeronautiche Tecnam srl	P2006T
2015-02-10		Viking Air Limited	DHC-2 Mk. I, DHC-2 Mk. II, and DHC-2 Mk. III
2015-02-15		Quest Aircraft Design, LLC	KODIAK 100
2015-02-22	S 2012-14-06	Rolls-Royce Corporation	250-B17, -B17B, -B17C, -B17D, -B17E, -B17F, -B17F/1, -B17F/2; and 250-C20, -C20B, -C20F, -C20J, -C20R, -C20R/1, -C20R/2, -C20R/4, -C20S, and -C20W
2015-02-27	S 2013-19-19	Airbus Helicopters	AS332C, AS332L, AS332L1, AS332L2, and EC225LP

**Biweekly 2015-04**

2014-22-51		Airbus Helicopters	EC130T2 helicopters
2015-02-21		Agusta S.p.A.	AB139 and AW139 helicopters
2015-04-51	E	Enstrom Helicopter Corporation	F-28A, 280, F-28C, F-28C-2, F-28C-2R, 280C, F-28F, F-28F-R, 280F, 280FX, and 480 helicopters

**Biweekly 2015-05**

2015-04-01		Short Brothers & Harland Ltd	SC-7 Series 3
2015-04-04		Bell Helicopter Textron Inc.	412 and 412EP
2015-04-05		Sikorsky Aircraft Corporation	S-76A, S-76B, S-76C, and S-76D
2015-05-51	E	Agusta S.p.A.	A109A and A109A II
2015-05-52	E	Agusta S.p.A.	A109, A109A, A109A II, A109C, A109K2, A109E, A119, A109S, AW119 MKII, and AW109SP

**Biweekly 2015-06**

2015-04-01	COR	Short Brothers & Harland Ltd	SC-7 Series 3 airplanes
2015-05-04		Bell Helicopter Textron Canada	407 helicopters
2015-05-05	S 2014-04-14	Agusta	A109S and AW109SP helicopters; A119 and AW119 MKII helicopters
2015-05-06		Flugzeugwerke Altenrhein AG	AS 202/15 "BRAVO", AS 202/18A "BRAVO", and AS 202/18A4 "BRAVO" airplanes
2015-06-01	S 2014-06-03	British Aerospace	Jetstream Series 3101 and Jetstream 3201 airplanes
2015-06-02		GA 8 Airvan	GA8-TC320 airplanes
2015-06-03		Stemme AG	S6 and S6-RT gliders

**Biweekly 2015-07**

2015-06-09		Pacific Aerospace Limited	750XL airplanes
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**Biweekly 2015-08**

2015-05-52		Agusta S.p.A.	A109, A109A, A109A II, A109C, A109K2, A109E, A119, A109S, AW119 MKII, and AW109SP
2015-07-03		Cessna Aircraft Company	402C and 414A
2015-07-04		Pilatus Aircraft Ltd.	PC-7
2015-08-51	E S 2015-04-51	The Enstrom Helicopter Corporation	F-28A, 280, F-28C, F-28C-2, F-28C-2R, 280C, F-28F, F-28F-R, 280F, and 280FX; and 480

**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 2015-09**

2014-17-08R1	R 2014-17-08	Pratt & Whitney Canada Corp. (P&WC)	PT6A-114 and PT6A-114A
2015-08-04	S 99-01-05 R1	Various Airplanes	See AD

**Biweekly 2015-10**

2015-08-07		Zodiac Aerotechnics	See Ad
2015-09-01		Airbus Helicopters	EC225LP
2015-09-04	S 2013-22-14 R1	DG Flugzeugbau GmbH	DG-1000T
2015-09-06	S 2014-26-04	GROB-WERKE	G115EG and G120A

**Biweekly 2015-11**

2015-08-51	S 2015-04-51	The Enstrom Helicopter Corporation	F-28A, 280, F-28C, F-28C-2, F-28C-2R, 280C, F-28F, F-28F-R, 280F, 280FX; 480
2015-10-05		Airbus Helicopters (previously Eurocopter France)	AS365N3, EC155B, and EC155B1
2015-10-06		Lycoming Engines	TIO-540-AJ1A
2015-10-07	S 2014-01-01	Turbomeca S.A.	Arrius 2F
2015-10-51	E	Avidyne Aerospace	Integrated Flight Displays
2015-11-01		Slingsby Aviation Ltd.	T67M260 and T67M260-T3A

**Biweekly 2015-12**

2015-11-06	S 2013-18-01	Airbus Helicopters	EC 155B, EC155B1, SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1
2015-11-07		Agusta S.p.A.	AB412 and AB412 EP
2015-11-08	S 2014-02-08	Agusta	A109C, A109S, A109K2, A109E, and AW109SP
2015-11-09		Sikorsky Aircraft Corporation	269D and 269D
2015-11-10		Sikorsky Aircraft Corporation	S-92A
2015-12-01		Airbus Helicopters	AS355E, AS355F, AS355F1, and AS355F2
2015-12-02		Bell	206L-1, 206L-3, and 206L-4

**Biweekly 2015-13**

2015-05-51		Agusta S.p.A.	A109A, A109A II
2015-10-51		Avidyne Corporation	Integrated Flight Displays (IFDs)
2015-12-04	COR R 2006-15-08	Honeywell International Inc.	TPE331-1, -2, -2UA, -3U, -3UW, -5, -5A, -5AB, -5B, -6, -6A, -10, -10AV, -10GP, -10GT, -10P, -10R, -10T, -10U, -10UA, -10UF, -10UG, -10UGR, -10UR, -11U, -12JR, -12UA, -12UAR, and -12UHR
2015-12-09		Airbus Helicopters Deutschland GmbH	EC135P1, EC135T1, EC135P2, EC135T2, EC135P2+, EC135T2+, and MBB-BK 117 C-2

**Biweekly 2015-14**

2015-13-03		Przedsiębiorstwo Doswiadczalno-Produkcyjne Szybownictwa "PZL-Bielsko"	SZD-50-3 "Puchacz"
2015-13-09		Piper Aircraft, Inc.	PA-46-350P and PA-46-500TP
2015-13-10	S 2011-17-07	M7 Aerospace LLC	SA226-T, SA226-T(B), SA226-TC, and SA226-AT
2015-13-11		Bell Helicopter Textron Canada	430



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**2015-13-03 Przedsiębiorstwo Doswiadczalno-Produkcyjne Szybownictwa "PZL-Bielsko":**  
Amendment 39-18190; Docket No. FAA-2015-0951; Directorate Identifier 2015-CE-007-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective August 3, 2015.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Przedsiębiorstwo 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 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 detachment of the rudder cable fitting block from the fuselage. We are issuing this AD to prevent detachment of the rudder cable fitting block from the fuselage, which if not detected and corrected, could result in reduced control.

**(f) Actions and Compliance**

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

(1) Within 30 days after August 13, 2015 (the effective date of this AD), inspect the area around both the left-hand (LH) and the right-hand (RH) rudder cable fitting blocks following paragraph 3.1. of the INSTRUCTIONS section in Allstar PZL Glider Service Bulletin BE-063/SZD-50-3/2014 "Puchacz", dated December 14, 2014.

(2) If, during the inspection required in paragraph (f)(1) of this AD, any crack or fitting block detachment is found, before further flight, repair and reinforce the attachment of both the LH and RH rudder cable fitting blocks. Do this repair and reinforcement following paragraph 3.2. of the INSTRUCTIONS section in Allstar PZL Glider Service Bulletin BE-063/SZD-50-3/2014 "Puchacz", dated December 14, 2014.

(3) Unless already done following the requirement in paragraph (f)(2) of this AD, within the next 12 months after August 3, 2015 (the effective date of this AD), reinforce the attachment of both the LH and RH rudder cable fitting blocks. Do this reinforcement following paragraph 3.2. of the INSTRUCTIONS section in Allstar PZL Glider Service Bulletin BE-063/SZD-50-3/2014 "Puchacz", dated December 14, 2014.

**(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 sailplane 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.: 2015-0046, dated March 16, 2015, for related information. You may examine the MCAI on the Internet at: <http://www.regulations.gov/#!documentDetail;D=FAA-2015-0951-0002>.

**(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 Service Bulletin BE-063/SZD-50-3/2014 "Puchacz", dated December 14, 2014.

(ii) Reserved.

(3) For PZL-Bielsko service information identified in this AD, contact Allstar PZL Glider, Sp. z o. o., ul. Cieszyńska 325, 43-300 Bielsko-Biala, Poland; telephone: +48 33 812 50 26; fax: +48 33 812 37 39; 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. In addition, you can access this service information on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-0951.

(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 18, 2015.

William Schinstock,  
Acting Manager, Small Airplane Directorate,  
Aircraft Certification Service.



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**2015-13-09 Piper Aircraft, Inc.:** Amendment 39-18196; Docket No. FAA-2015-2434; Directorate Identifier 2015-CE-023-AD.

**(a) Effective Date**

This AD is effective July 13, 2015.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to the following Piper Aircraft, Inc. airplanes, certificated in any category, as identified in table 1 of paragraph (c) of this AD:

**Table 1 of Paragraph (c) of This AD—Applicability**

<b>Model</b>	<b>Serial No.</b>
PA-46-350P	4636652 through 4636662.
PA-46-500TP	4697549, 4697569, 4697582 through 4697591, 4697593 through 4697595, 4697597, and 4697598.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 2130, Cabin Pressure Control System.

**(e) Unsafe Condition**

This AD was prompted by a report that a cabin altitude encoder came free from its mounting bracket, which interfered with motion of the elevator flight control. This condition, if not prevented, could result in loss of control. We are issuing this AD to correct the unsafe condition on these products.

**(f) Compliance**

Comply with this AD as specified in paragraphs (g) and (h) of this AD, including all subparagraphs, unless already done.

**(g) Modification**

Do one of the following in paragraphs (g)(1) or (g)(2) of this AD:

(1) Before further flight after July 13, 2015 (the effective date of this AD), modify the encoder mounting installation by installing two cable ties and adding thread-locking compound to the knurled holddown nut. Do the modification following Part I of Piper Aircraft, Inc. Mandatory Service Bulletin No. 1283, dated June 12, 2015.

(2) Before each flight after July 13, 2015 (the effective date of this AD) do a pre-flight security check by grasping the knurled holddown nut with a bare hand and verifying that the nut is tight and secure. Within the next 10 hours time-in-service after July 13, 2015 (the effective date of this AD), you must do the modification required in paragraph (g)(1) of this AD.

(i) The pre-flight security check required in paragraph (g)(2) of this AD may be performed by the owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the aircraft records showing compliance with this AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

Note 1 to paragraph (g)(2)(i): Piper Aircraft, Inc. Mandatory Service Bulletin No. 1283, dated June 12, 2015, which is incorporated by reference in this AD, includes pictures for accessing and locating the cabin altitude encoder and can be used as guidance for performing this preflight check. See paragraphs (l)(3) and (l)(4) for the availability of this service information.

(ii) The pre-flight security check required in paragraph (g)(2) of this AD is no longer necessary after the modification required by either paragraph (g)(1) or (g)(2) of this AD.

#### **(h) Inspection**

Within 50 hours TIS after doing the modification required in paragraph (g)(1) or (g)(2) of this AD and repetitively thereafter not to exceed 50 hours TIS, inspect the encoder mounting installation to verify the proper condition and security of the cable ties and the security of the knurled holddown nut. Do the inspection following Part II of Piper Aircraft, Inc. Mandatory Service Bulletin No. 1283, dated June 12, 2015.

(1) If the cable ties are found to not be properly secure or are not in proper condition during the inspection required in paragraph (h) of this AD, before further flight, replace with new cable ties following Part I of Piper Aircraft, Inc. Mandatory Service Bulletin No. 1283, dated June 12, 2015.

(2) If the knurled holddown nut is found to not be properly secure during the inspection required in paragraph (h) of this AD, before further flight, apply thread-locking compound following Part I of Piper Aircraft, Inc. Mandatory Service Bulletin No. 1283, dated June 12, 2015.

#### **(i) Special Flight Permit**

Special flight permits are permitted with the following limitation: The pre-flight security check required in paragraph (g)(2) of this AD must be done.

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

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

**(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. Mandatory Service Bulletin No. 1283, dated June 12, 2015.

(ii) Reserved.

(3) For Piper Aircraft, Inc. service information identified in this AD, contact Piper Aircraft, Inc., 2926 Piper Drive, Vero Beach, Florida 32960; telephone: (877) 879-0275; email: customer.service@piper.com; Internet: www.piper.com.

(4) You may view this service information at FAA, 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 24, 2015.

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



**2015-13-10 M7 Aerospace LLC (type certificate previously held by M7 Aerospace LP):**  
Amendment 39-18197; Docket No. FAA-2015-2435; Directorate Identifier 2015-CE-020-AD.

**(a) Effective Date**

This AD is effective July 21, 2015.

**(b) Affected ADs**

(1) This AD supersedes AD 2011-17-07, Amendment 39-16771 (76 FR 50881, August 17, 2011) ("AD 2011-17-07").

(2) AD 87-02-02, Amendment 39-5518 (52 FR 2511, January 23, 1987) relates to the subject of this AD.

**(c) Applicability**

This AD applies to the following M7 Aerospace LLC airplanes, certificated in any category, as identified in table 1 of paragraph (c) of this AD:

**Table 1 of Paragraph (c) of This AD—Applicability**

<b>Model</b>	<b>Serial numbers</b>
SA226-T	T265, T267
SA226-T(B)	T(B)348
SA226-TC	TC277
SA226-AT	AT071, AT072, AT073

**(d) Subject**

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

**(e) Unsafe Condition**

This AD was prompted by a report of extensive damage found to the left hand primary flight control rudder cable located under the cockpit floor on one of the airplanes affected by AD 2011-17-07. We are issuing this AD to prevent failure of a rudder, aileron and/or elevator control cable.

**(f) Compliance**

Unless already done, comply with paragraphs (g) through (k) of this AD. If the hours time-in-service (TIS) of the control cables cannot be positively determined by the logbook, then you must use hours TIS of the airplane to comply with the requirements of this AD.

**(g) Primary Flight Control Rudder Cable Inspection**

Within the next 10 hours TIS after July 21, 2015 (the effective date of this AD) or within the next 60 days after July 21, 2015 (the effective date of this AD), whichever occurs first, and repetitively thereafter at or before reaching 200 hours TIS from the last inspection or replacement, do a detailed visual inspection of the left hand (LH) and right hand (RH) primary flight control rudder cables under the floor between FS 116.56 and FS 138.56, with specific focus on the cable and the pulley at FS126.06. Do the inspection as stated in paragraph 4. ACTION of M7 Aerospace SA226 Series Service Letter 226-SL-050, issued April 15, 2015, following the procedures specified in paragraph 2. ACCOMPLISHMENT INSTRUCTIONS, section B., subparagraph (2) of M7 Aerospace SA226 Series Service Bulletin 226-27-072, issued June 27, 2011.

**(h) Primary Flight Control Rudder Cable On-Condition Replacement**

Before further flight after any inspection required in paragraph (g) of this AD, if any one of the conditions described in paragraph 2. ACCOMPLISHMENT INSTRUCTIONS, section B., subparagraphs (3)(a) through (3)(d) of M7 Aerospace SA226 Series Service Bulletin 226-27-072, issued June 27, 2011, is found, replace the affected primary flight control rudder cable or cables with a new cable. Do the replacements following paragraph 2. ACCOMPLISHMENT INSTRUCTIONS, sections C. through E., including all subparagraphs of M7 Aerospace Service Bulletin 226-27-072, issued June 27, 2011.

**(i) Primary Flight Control Rudder Cable Mandatory Life Limit Replacement**

Within the next 800 hours TIS after the last replacement or within the next 50 hours TIS after July 21, 2015 (the effective date of this AD), whichever occurs later, and repetitively thereafter every 800 hours TIS, replace the LH and RH primary flight control rudder cables with new cables. Do the replacements following paragraph 2. ACCOMPLISHMENT INSTRUCTIONS, sections C. through E., including all subparagraphs of M7 Aerospace SA226 Series Service Bulletin 226-27-072, issued June 27, 2011.

**(j) Primary Flight Control and Trim Tab Cable (Other Than Rudder Cables) Mandatory Life Limit Replacement**

(1) For cables with more than 6,000 hours TIS: Inspect cables for deficiencies within 10 hours TIS after September 1, 2011, (the effective date retained from AD 2011-17-07).

(2) If any deficiencies are found during the inspection required in paragraph (j)(1) of this AD, before further flight replace the cable(s).

(3) Replace all other primary control and trim tab cables (pilot and co-pilot aileron cables, rudder/aileron interconnect cables, aileron trim tab cables, rudder trim tab cables, and elevator cables) within the initial compliance times as listed in paragraphs (j)(3)(i) through (j)(3)(iii) below and repetitively thereafter at intervals not to exceed 3,500 hours TIS. Do the replacements following paragraph 2. ACCOMPLISHMENT INSTRUCTIONS, sections C. through E., including all subparagraphs of M7 Aerospace SA226 Series Service Bulletin 226-27-072, issued June 27, 2011.

(i) For cables with less than or equal to 3,500 hours TIS: replace cables when the control cables reach a total of 3,500 hours TIS or 150 hours TIS after September 1, 2011, (the effective date retained from AD 2011-17-07), whichever occurs later.

(ii) For cables with less than or equal to 5,000 hours TIS but greater than 3,500 hours TIS: replace cables within 150 hours TIS after September 1, 2011, (the effective date retained from AD 2011-17-07).

(iii) For cables with more than 5,000 hours TIS: replace cables within 50 hours TIS after September 1, 2011, (the effective date retained from AD 2011-17-07).

**(k) Set Flight Control Cable Tension**

Between 50 hours TIS and 200 hours TIS after installing any new control cable as required in paragraphs (g) through (j) of this AD, including all subparagraphs, check (set) flight control cable tension following paragraph 2. ACCOMPLISHMENT INSTRUCTIONS, sections C. through E. of M7 Aerospace SA226 Series Service Bulletin 226-27-072, issued June 27, 2011.

**(l) Paperwork Reduction Act Burden Statement**

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

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

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

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

(3) AMOCs approved for AD 2011-17-07, Amendment 39-16771 (76 FR 50881, August 17, 2011) are not approved as AMOCs for the corresponding provisions of this AD.

**(n) Related Information**

For more information about this AD, contact Andrew McAnaul, Aerospace Engineer, FAA, ASW-143 (c/o San Antonio MIDO), 10100 Reunion Place, Suite 650, San Antonio, Texas 78216; phone: (210) 308-3365; fax: (210) 308-3370; email: andrew.mcanaul@faa.gov.

**(o) Material Incorporated by Reference**

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

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

(3) The following service information was approved for IBR on July 21, 2015.

(i) M7 Aerospace SA226 Series Service Letter 226-SL-050, issued April 15, 2015.

(ii) Reserved.

(4) The following service information was approved for IBR on September 1, 2011 (76 FR 50881, August 17, 2011).

(i) M7 Aerospace SA226 Series Service Bulletin 226-27-072, issued June 27, 2011.

(ii) Reserved.

(5) For M7 Aerospace LLC service information identified in this AD, contact M7 Aerospace LLC, 10823 NE Entrance Road, San Antonio, Texas 78216; phone: (210) 824-9421; fax: (210) 804-7766; Internet: <http://www.elbitsystems-us.com>; email: [MetroTech@M7Aerospace.com](mailto:MetroTech@M7Aerospace.com).

(6) You may view this service information at FAA, 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.

(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 Kansas City, Missouri, on June 25, 2015.

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



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**2015-13-11 Bell Helicopter Textron Canada:** Amendment 39-18198; Docket No. FAA-2014-0499; Directorate Identifier 2013-SW-061-AD.

**(a) Applicability**

This AD applies to Bell Helicopter Textron Canada (BHTC) Model 430 Helicopters, serial number 49001 through 49121, with control tube assembly (control tube), part number (P/N) 430-001-007-101 installed, certificated in any category.

**(b) Unsafe Condition**

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

**(c) Effective Date**

This AD becomes effective August 11, 2015.

**(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 50 hours time-in-service (TIS), visually inspect each control tube for any damage, for any damage to the clevis, and to determine whether the clevis is correctly bonded to the control tube.

(i) If a control tube and clevis have no damage or damage within acceptable limits and the clevis is correctly bonded to the control tube, repair the control tube by applying tape in accordance with the Accomplishment Instructions, Paragraph 5, of Bell Helicopter Alert Service Bulletin 430-13-51, dated September 3, 2013.

(ii) If the control tube or clevis is damaged beyond acceptable limits or if the clevis is not correctly bonded to the control tube, replace control tube, P/N 430-001-007-101, with control tube, P/N 430-001-007-105.

(2) Within 250 hours TIS, replace each control tube, P/N 430-001-007-101, with control tube, P/N 430-001-007-105.

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

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

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

**(g) Additional Information**

(1) Bell Helicopter Technical Bulletin 430-04-35, Revision B, dated March 20, 2009, which is not incorporated by reference, contains additional information about the subject of this AD. For service information, contact Bell Helicopter Textron Canada Limited, 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 view this service information at 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-2013-30, dated October 7, 2013. You may view the TCCA AD on the Internet at <http://www.regulations.gov> in Docket No. FAA-2014-0499.

**(h) Subject**

Joint Aircraft Service Component (JASC) Code: 6720, Tail Rotor Control

**(i) Material Incorporated by Reference**

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

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

(i) Bell Helicopter Alert Service Bulletin 430-13-51, dated September 3, 2013.

(ii) Reserved.

(3) For Bell Helicopter Textron Canada Limited service information identified in this AD, contact Bell Helicopter Textron Canada Limited, 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/>.

(4) You may view this service information at FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. For information on the availability of this material at the FAA, call (817) 222-5110.

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

Issued in Fort Worth, Texas, on June 24, 2015.

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