FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

SMALL AIRPLANES, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2015-25

11/30/2015 - 12/13/2015

Federal Aviation Administration
Continued Operational Safety Policy Section, AIR-141
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; 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 Altenrheim 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

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

AD No.	Information	Manufacturer	Applicability

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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		Przedsiebiorstwo 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

Biweekly 2015-15

2015-06-02 R1	R 2015-06-02	GA 8 Airvan (Pty) Ltd	TC320
2015-12-04	COR R2006-15-08	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
2015-14-02		GE Aviation Czech s.r.o.	M601E-11, M601E-11A, and M601F
2015-14-04		Kaman Aerospace Corporation	K-1200
2015-14-10		Pilatus Aircraft LTD	PC-12/47 and PC-12/47E
2015-15-04		Bell Helicopter Textron, Inc.	204B, 205A, and 205A-1; and 212

Biweekly 2015-16

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

AD No.	Information	Manufacturer	Applicability
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2015-13-04	S 2014-19-05	Turbomeca S.A.	Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, 1S1, 2B, 2B1, 2C, 2C1, 2C2, 2S1, and 2S2
2015-16-51	E	Bell Helicopter Textron Canada Limited (Bell)	429
Biweekly 2015-17			
2015-16-04		Kidde Graviner	See AD
2015-16-05		British Aerospace Regional Aircraft	Jetstream Series 3101 and Jetsream Model 3201
2015-16-06		British Aerospace Regional Aircraft	Jetstream Model 3201
2015-16-07		Reims Aviation S.A.	F406
2015-17-01	S 2013-21-01	Airbus Helicopters	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP
2015-17-02	S 2001-13-51	Bell Helicopter Textron Canada	206L-4, 407, 427, and 429
Biweekly 2015-18			
2015-17-10	S 2007-04-13	SOCATA	TBM 700
2015-17-11		Airbus Helicopters	AS350B, AS350BA, AS350B1, AS350B2, AS350B3,AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP, EC130B4, and EC130T2
2015-17-18		Turbomeca S.A.	Arrius 2F
2015-17-20		GE Aviation Czech s.r.o	M601E-11, M601E-11A, and M601F
2015-18-01		Vulcanair S.p.A.	P.68R
Biweekly 2015-19			
2015-18-51	E	Airbus Helicopters	AS332C, AS332C1, AS332L, and AS332L1
2015-19-51	E	Sikorsky Aircraft Corporation	S-76A, S-76B, S-76C, and S-76D
Biweekly 2015-20			
2015-19-07	S 2011-26-04	Lycoming Engines	See AD
2015-19-10	S 97-02-02	M7 Aerospace	SA26-AT, SA26-T, 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
2015-19-11		PIAGGIO AERO INDUSTRIES S.p.A	P-180
2015-19-14		Airbus Helicopters Deutschland GmbH (AHD)	BO-105A, BO-105C, and BO-105S
2015-19-15		Pilatus Aircraft Ltd	PC-12, PC-12/45, and PC-12/47E
2015-20-51	E	See AD	UH-12-series
Biweekly 2015-21			
2015-18-03		Honeywell International Inc.	TPE331-5, -5A, -5AB, -5B, -10, -10R, -10U, -10UF, -10UG, -10UGR, and -10UR
2015-18-51		Airbus Helicopters	AS332C, AS332C1, AS332L, and AS332L1
2015-20-04		Pratt & Whitney Canada Corp	PT6B-37A
2015-20-09	R 2001-18-06 R 2008-22-16	General Electric Company	CT58-100-2, CT58-110-1, CT58-110-2, CT58-140-1, and CT58-140-2
2015-20-11		Schempp-Hirth Flugzeugbau GmbH	Duo Discus and Duo Discus T
2015-20-13		Piper Aircraft, Inc.	PA-28-161, PA-28-181; and PA-28R-201
Biweekly 2015-22			
2015-06-02 R2	R 2015-06-02 R1	GA 8 Airvan (Pty) Ltd	GA8-TC320
2015-18-03	COR	Honeywell International Inc.	TPE331-5, -5A, -5AB, -5B, -10, -10R, -10U, -10UF, -10UG, -10UGR, and -10UR
2015-19-51		Sikorsky Aircraft Corporation	S-76A, S-76B, S-76C, and S-76D
2015-20-12		Sikorsky Aircraft Corporation; Sikorsky Aircraft; Croman Corporation; Carson Helicopters, Inc.; Glacier Helicopters, Inc.; Robinson Air Crane, Inc.; and Siller	S-61A, D, E, L, N, NM; and R, V, CH-3C, CH-3E, HH-3C, HH-3E, SH-3A, and SH-3H

AD No.	Information	Manufacturer	Applicability
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		Helicopters	
2015-21-01		Technify Motors GmbH	TAE 125-02-99 and TAE 125-02-114
2015-21-04		Pratt & Whitney	PW4164, PW4168, PW4168A, PW4164-1D, PW4168-1D, PW4168A-1D, and PW4170
2015-22-02	S 2015-16-51	Bell Helicopter Textron Canada Limited	429
2015-22-04		Fiberglas-Technik Rudolf Lindner GmbH & Co. KG	G103 TWIN ASTIR, G103 TWIN II, and G103A TWIN II ACRO
2015-22-51	E	Agusta S.p.A.	A109A and A109A II
2015-22-52	E	Airbus Helicopters	AS350B3
2015-22-53	E S 2015-22-52	Airbus Helicopters	AS350B3
Biweekly 2015-23			
2015-20-11		Schempp-Hirth Flugzeugbau GmbH	Duo Discus and Duo Discus T gliders
2015-23-01		Sikorsky Aircraft Corporation	269A, 269A-1, 269B, 269C, 269C-1, 269D, and TH-55A helicopters
2015-23-02		Agusta S.p.A.	AB412 helicopters
2015-23-03	R 2014-20-13	Pacific Aerospace Limited	750XL airplanes
Biweekly 2015-24			
2015-16-07 R1	R 2015-16-07	Reims Aviation S.A.	F406 airplanes
2015-23-09		Zodiac Aerotechnics (formerly Intertechnique Aircraft Systems)	Flightcrew oxygen mask regulators (See AD)
2015-24-02		Viking Air Limited	DHC-3 airplanes
2015-24-03		SOCATA	TB 9, TB 10, TB 20, TB 21, and TB 200 airplanes
2015-24-51	E	Airbus Helicopters	EC120B
Biweekly 2015-25			
2015-22-53	S E 2015-22-52	Airbus Helicopters	AS350B3
2015-24-05		Piper Aircraft, Inc. Airplanes	PA-23-250 (Six Place) Aztec “B”, PA-23-250 (Six Place) and PA-E23-250 (Six Place) Aztec “C,” “D” and “E”, PA-24-250 Comanche, PA-24-260 Comanche, PA-24-260 Comanche “C”, PA-24-400 Comanche, PA-30 Twin Comanche, PA-31 and PA-31-300 Navajo, PA-31P Navajo, PA-39 Twin Comanche C/R
2015-25-04		Agusta S.p.A.	A109A and A109A II

2015-22-53 Airbus Helicopters: Amendment 39-18331; Docket No. FAA-2015-5806; Directorate Identifier 2015-SW-083-AD.

(a) Applicability

This AD applies to Airbus Helicopters Model AS350B3 helicopters with a dual hydraulic system installed, certificated in any category.

Note 1 to paragraph (a) of this AD: The dual hydraulic system for Model AS350B3 helicopters is referred to as Airbus modification OP 3082 or OP 3346.

(b) Unsafe Condition

This AD defines the unsafe condition as lack of hydraulic pressure in a tail rotor (T/R) hydraulic system. This condition could result in loss of T/R flight control and subsequent loss of control of the helicopter.

(c) Affected ADs

This AD supersedes Emergency AD 2015-22-52, Directorate Identifier 2015-SW-074-AD, dated October 28, 2015.

(d) Effective Date

This AD becomes effective December 16, 2015 to all persons except those persons to whom it was made immediately effective by Emergency AD 2015-22-53, issued on October 30, 2015, which contains the requirements of this AD.

(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

Before further flight, insert a copy of this AD into the rotorcraft flight manual, Section 4 Normal Operating Procedures, or make pen and ink changes to the preflight and post-flight procedures as follows:

(1) Stop performing the yaw load compensator check (ACCU TST switch) during preflight procedures, and instead perform the yaw load compensator check during post-flight procedures after rotor shut-down.

(2) The yaw servo hydraulic switch (collective switch) must be in the "ON" (forward) position before takeoff.

Note 2 to paragraph (f)(2) of this AD: The yaw servo hydraulic switch is also called the hydraulic pressure switch or hydraulic cut off switch in various Airbus Helicopters rotorcraft flight manuals.

(g) Special Flight Permits

Special flight permits are prohibited.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Stephen Barbini, Flight Test Engineer, Regulations and Policy Group, Rotorcraft Directorate, FAA, 10101 Hillwood Pkwy, Fort Worth, TX 76177; telephone (817) 222-5110; email 9-ASW-FTW-AMOC-Requests@faa.gov.

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

(i) Additional Information

(1) Airbus Helicopters Service Bulletin No. AS350-67.00.66, Revision 1, dated October 22, 2015, and Airbus Helicopters Safety Information Notice No. 2944-S-29, Revision 0, dated August 26, 2015, which are not incorporated by reference, contain additional information about the subject of this AD. For service information identified in this AD, contact Airbus Helicopters, 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at http://www.airbushelicopters.com/techpub. You may review a copy of the service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy, Room 6N-321, Fort Worth, TX 76177.

(2) The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2015-0178, dated August 26, 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-2015-5806.

(j) Subject

Joint Aircraft Service Component (JASC) Code: 2910, Main Hydraulic System.

Issued in Fort Worth, Texas, on November 13, 2015.
Lance T. Gant,
Manager, Rotorcraft Directorate,
Aircraft Certification Service.

2015-24-05 Piper Aircraft, Inc. Airplanes: Amendment 39-18337; Docket No. FAA-2015-0627; Directorate Identifier 2015-CE-002-AD.

(a) Effective Date

This AD is effective January 12, 2016.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the following Piper Aircraft, Inc. airplanes, certificated in any category:

Model	Serial No.
PA-23-250 (Six Place) Aztec “B”	27-2322 through 27-2504, FUEL INJECTED ONLY
PA-23-250 (Six Place) and PA-E23-250 (Six Place) Aztec “C,” “D” and “E”	27-2505 through 27-4866, 27-7304917 through 27-7405476
PA-24-250 Comanche	24-2563, 24-2844 through 24-3641, 24-3643 through 24-3687, FUEL INJECTED ONLY
PA-24-260 Comanche	24-3642, 24-4000 through 24-4299, 24-4300 through 24-4782, 24-4784 through 24-4803, FUEL INJECTED ONLY
PA-24-260 Comanche “C”	24-4783, 24-4804 through 24-5047
PA-24-400 Comanche	26-1 through 26-148
PA-30 Twin Comanche	30-1 through 30-2000
PA-31 and PA-31-300 Navajo	31-2 to 31-861, 31-7300901 through 31-7300923, 31-7300925, 31-7300927, 31-7300929, 31-7300931
PA-31P Navajo	31P-1 through 31P-80, 31P-7300110 through 31P-7300115
PA-39 Twin Comanche C/R	39-1 through 39-155

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 1130, PLACARDS AND MARKINGS; Interior Placards.

(e) Unsafe Condition

This AD was prompted by an accident caused by fuel starvation where the shape of the wing fuel tanks and fuel below a certain level in that tank may have allowed the fuel to move away from the tank outlet during certain maneuvers. We are issuing this AD to prevent loss of engine power due to fuel starvation. This condition, if not corrected, could lead to loss of engine power or engine shutdown, which may result in loss of control.

(f) Compliance

Unless already done, within the next 50 hours time-in-service (TIS) after January 12, 2016 (the effective date of this AD), do the actions in paragraphs (g) and (h) of this AD, as applicable, including all subparagraphs.

(g) Fuel Warning Placard Inspection

(1) Inspect the fuel warning placard, if existing, following the Instructions section, of Piper Aircraft, Inc. Mandatory Service Bulletin No. 1266, dated December 16, 2014. If the placard is present and compliant with the Instructions section of Piper Aircraft, Inc. Mandatory Service Bulletin No. 1266, dated December 16, 2014, then no further action regarding the placard is required.

(2) If the fuel warning placard is not present or not compliant with the Instructions section of Piper Aircraft, Inc. Mandatory Service Bulletin No. 1266, dated December 16, 2014, then order the applicable placard from Piper Aircraft, Inc. at the address identified in paragraph (l)(3) of this AD. Alternatively, you may fabricate the applicable fuel warning placard following the Instructions section of Piper Aircraft, Inc. Mandatory Service Bulletin No. 1266, dated December 16, 2014. Install the fabricated fuel warning placard or the fuel warning placard obtained from Piper Aircraft, Inc. following the Instructions section of Piper Aircraft, Inc. Mandatory Service Bulletin No. 1266, dated December 16, 2014.

(h) Pilot's Operating Handbook (POH)/Airplane Flight Manual (AFM) Inspection

(1) Inspect the Limitations Section of the applicable POH/AFM following the Instructions section of Piper Aircraft, Inc. Mandatory Service Bulletin No. 1266, dated December 16, 2014.

(2) If the Limitations Section of the applicable POH/AFM contains the exact text found in table 2 of Piper Aircraft, Inc. Mandatory Service Bulletin No. 1266, dated December 16, 2014, there is no need for a POH/AFM revision.

(3) If the Limitations Section of the applicable POH/AFM does not contain the exact text found in Table 2 of Piper Aircraft, Inc. Mandatory Service Bulletin No. 1266, dated December 16, 2014, then revise the POH/AFM by inserting into the Limitations Section of the POH/AFM a fabricated supplemental page containing the applicable placard text from the Appendix to this AD or a supplemental page obtained from Piper Aircraft, Inc. at the address identified in paragraph (l)(3) of this AD.

(i) Pilot Authorization

In addition to the provisions of 14 CFR 43.3 and 43.7, the actions required by paragraphs (g) and (h) of this AD, to include all subparagraphs, may be performed by the 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 91.417. This authority is not applicable to airplanes being operated under 14 CFR part 119.

(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 (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 Ansel James, Aerospace Engineer, Atlanta Aircraft Certification Office, FAA, 1701 Columbia Avenue, College Park, Georgia 30337; telephone: (404) 474-5576; fax: (404) 474-5606; email: ansel.james@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. 1266, dated December 16, 2014.

(ii) Reserved.

(3) For Piper Aircraft, Inc. service information identified in this AD, contact Piper Aircraft, Inc., Customer Service, 2926 Piper Drive, Vero Beach, Florida 32960; telephone: (877) 879-0275; fax: none; email: customer.service@piper.com; Internet: www.piper.com.

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

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

Appendix to AD 2015-24-05–Models Affected/Model Serial Numbers/ Applicable Text for Supplemental Page to Pilot's Operating Handbook (POH)/Airplane Flight Manual (AFM)

Models affected	Model serial No.	Placard text for limitations section of the POH/AFM
PA-24-250 Comanche with fuel injection	24-2563, 24-2844 through 24-3641, 24-3643 through 24-3687	WARNING—UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANK IN USE IS LESS THAN ½ FULL.
PA-24-260 Comanche with fuel injection	24-3642, 24-4000 through 24-4299, 24-4300 through 24-4782, 24-4784 through 24-4803	WARNING—UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANK IN USE IS LESS THAN ½ FULL.

PA-24-260 “C” Comanche	24-4783, 24-4804 through 24-5047	WARNING—UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANK IN USE IS LESS THAN ½ FULL.
PA-24-400 Comanche	26-1 through 26-148	WARNING—UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANK IN USE IS NOT FULL.
PA-31 & PA-31-300 Navajo	31-2 to 31-861, 31-7300901 through 31-7300923, 31-7300925, 31-7300927, 31-7300929, 31-7300931	WARNING—UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANKS IN USE ARE LESS THAN ¾ FULL.
PA-31P Navajo	31P-1 through 31P-80, 31P-7300110 through 31P-7300115	WARNING—UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANKS IN USE ARE LESS THAN ¾ FULL.
PA-23-250 (six place) Aztec B with fuel injection	27-2322 through 27-2504	WARNING—UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANKS IN USE ARE LESS THAN ½ FULL.
PA-23-250 (six place) Aztec “C” PA-E23-250 (six place) Aztec “C”	27-2505 through 27-3836, 27-3838 through 27-3943	WARNING—UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANKS IN USE ARE LESS THAN ½ FULL.
PA-23-250 (six place) Aztec “D” PA-E23-250 (six place) Aztec “D”	27-3837, 27-3944 through 27-4425, 27-4427 through 27-4573	WARNING—UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANKS IN USE ARE LESS THAN ½ FULL.

PA-23-250 (six place) Aztec “E” PA-E23-250 (six place) Aztec “E”	27-4426, 27-4574 through 27-7405476	WARNING—UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANKS IN USE ARE LESS THAN ½ FULL.
PA-30 Twin Comanche	30-1 through 30-2000	WARNING—UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANKS IN USE ARE LESS THAN ¼ FULL.
PA-39 Twin Comanche	39-1 through 39-155	WARNING—UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANKS IN USE ARE LESS THAN ¼ FULL.

Issued in Kansas City, Missouri, on November 24, 2015.

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

2015-25-04 Agusta S.p.A.: Amendment 39-18342; Docket No. FAA-2015-3783; Directorate Identifier 2015-SW-027-AD.

(a) Applicability

This AD applies to Agusta S.p.A. (Agusta) Model A109A and A109A II helicopters with a slider assembly pitch control (slider) part number 109-0130-11-7 installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as excessive wear and play on a slider. This condition could result in loss of tail rotor pitch control and consequently loss of helicopter control.

(c) Effective Date

This AD becomes effective December 24, 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

Within 25 hours time-in-service (TIS) and thereafter at intervals not to exceed 25 hours TIS, inspect the slider for play. If there is play greater than 2.3 millimeters (0.09 inch), replace the slider with an airworthy slider before further flight.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Martin R. Crane, Aviation Safety Engineer, Safety Management Group, Rotorcraft Directorate, FAA, 10101 Hillwood Pkwy, Fort Worth, TX 76177; telephone (817) 222-5110; email 9-ASW-FTW-AMOC-Requests@faa.gov.

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

(g) Additional Information

(1) AgustaWestland Bollettino Tecnico No. 109-149, dated May 29, 2015, 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, Room 6N-321, 10101 Hillwood Pkwy, Fort Worth, TX 76177.

(2) The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2015-0097, dated June 1, 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-2015-3783.

(h) Subject

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

Issued in Fort Worth, Texas, on December 2, 2015.
James A. Grigg,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.