

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

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

BIWEEKLY 2014-03

1/27/2014 - 2/9/2014



Federal Aviation Administration
Engineering Procedures Office, AIR-110
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

Biweekly 2014-01

2013-26-09		Turbomeca S.A.	ASTAZOU XIV B and XIV H engines
2013-26-13		Sikorsky Aircraft Corporation	S-70, S-70A, S-70C, S-70C (M), and S-70C (M1) helicopters
99-01-05 R1		See AD	See AD

Biweekly 2014-02

2013-25-13		Sikorsky Aircraft Corporation	S-70, S-70A, and S-70C helicopters
2013-26-11		Eurocopter France Helicopters	EC225LP helicopters
2014-01-01		Turbomeca S.A.	Arrius 2F turboshaft engines

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2014-01-02		Eurocopter Deutschland GmbH	EC135P2+ and EC135T2+ helicopters
2014-02-02		Bell Helicopter Textron Canada Limited	206L, L-1, L-3, and L-4 helicopters
2014-02-03	S 2011-27-51	Beechcraft Corporation	1900, 1900C, 1900C (Military) and 1900D
2014-02-04		Eurocopter France	EC 155B and EC155B1 helicopters
2014-02-05		Eurocopter France	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, and AS350D1 helicopters
2014-02-07		Costruzioni Aeronautiche Tecnam srl	P2006T
2014-02-08		Agusta S.p.A.	A109C, A109S, A109K2, A109E, and AW109SP helicopters
2014-02-09		Eurocopter France	EC225LP and AS332L1 helicopters



2014-01-02 Eurocopter Deutschland GmbH Helicopters: Amendment 39-17725; Docket No. FAA-2013-0634; Directorate Identifier 2012-SW-023-AD.

(a) Applicability

This AD applies to Eurocopter Deutschland GmbH (Eurocopter) Model EC135P2+ and EC135T2+ helicopters, serial numbers 870, 872, 873, 879, 883, 884, 888, 893, 900, 905, 911, 914, 916, 917, 923, and 926, with a mechanical air conditioning system compressor bearing block upper bearing (upper bearing) part number L210M1872105 installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as metallic debris in the engine inlet areas.

This condition could result in failure of an engine, loss of engine power, and subsequent loss of helicopter control.

(c) Effective Date

This AD becomes effective March 3, 2014.

(d) Compliance

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

(e) Required Actions.

Within 25 hours time-in-service (TIS):

- (1) Visually inspect the upper bearing for corrosion, leaking grease, condensation, or water.
- (2) If there is condensation but no corrosion, leaking grease, or water, repeat this inspection at intervals not to exceed 25 hours TIS.
- (3) If there is no corrosion, leaking grease, condensation, or water, repeat this inspection at intervals not to exceed 100 hours TIS.
- (4) If there is corrosion, leaking grease, or water, deactivate the air conditioning system in accordance with the Accomplishment Instructions, Section 3.B.3, Paragraphs (a) through (ai) of Eurocopter Emergency Alert Service Bulletin No. EC135-21A-013, Revision 0, dated June 6, 2011.

(f) Alternative Methods of Compliance (AMOCs)

- (1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Matt Wilbanks, Aviation Safety Engineer, Regulations and Policy Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email matt.wilbanks@faa.gov.
- (2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector,

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

(g) Additional Information

(1) Eurocopter Service Bulletin EC135-21-015, Revision 0, dated July 12, 2011, which is not incorporated by reference, contains additional information about the subject of this AD. You may review a copy of this service information at the 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.

(2) The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2011-0111R1, dated September 22, 2011. You may view a copy of the EASA AD in the AD Docket on the Internet at <http://www.regulations.gov> in Docket No. FAA-2013-0634.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 2100, air conditioning system.

(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) Eurocopter Emergency Alert Service Bulletin No. EC135-21A-013, Revision 0, dated June 6, 2011.

(ii) Reserved.

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

(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 January 2, 2014.

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



2014-02-02 Bell Helicopter Textron Canada Limited: Amendment 39-17730; Docket No. FAA-2013-0525; Directorate Identifier 2011-SW-063-AD.

(a) Applicability

This AD applies to Model 206L, L-1, L-3, and L-4 helicopters with a main rotor (M/R) blade, part number (P/N) 206-015-001-115, -117, -119, or -121, with a serial number (S/N) listed in Table 1 or 2 of Bell Helicopter Alert Service Bulletin [No. 206L-09-163, Revision A, dated April 19, 2012 (ASB), certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as the manufacture of an M/R blade with an oversized spar spacer. This condition could result in failure of an M/R blade and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective March 7, 2014.

(d) Compliance

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

(e) Actions Required

Within 100 hours time-in-service (TIS):

(1) For each M/R blade with an S/N listed in Table 1 of the ASB, measure the M/R blade spar spacer by following the Accomplishment Instructions, Part II A), paragraphs 1 through 3, of the ASB. If the spar spacer measures more than 1.018 inches (25.86 millimeters), reidentify the blade by following Part II A, paragraph 5.a. and Table 3, of the ASB.

(2) For each M/R blade with an S/N listed in Table 2 of the ASB, measure the M/R blade spar spacer by following the Accomplishment Instructions, Part II B, paragraphs 1 through 3, of the ASB. If the spar spacer measures more than 1.018 inches (25.86 millimeters), reidentify the blade by following Part II B, paragraph 5 and Table 4, of the ASB.

(3) For each reidentified blade, reduce the life limit from 3,600 hours TIS to 2,300 hours TIS, and make an entry on the component history card or equivalent record.

(4) Before further flight, remove any blade that exceeds the new retirement life of 2,300 hours TIS.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Sharon Miles, Aerospace Engineer, FAA, Rotorcraft Directorate, Regulations and

Policy Group, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5110, email sharon.y.miles@faa.gov.

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

(g) Additional Information

The subject of this AD is addressed in Transport Canada Civil Aviation (TCCA) AD CF-2011-43, dated November 10, 2011. You may view the TCCA AD on the internet at <http://www.regulations.gov> in Docket No. FAA-2013-0525.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 6210 Main Rotor Blades.

(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 No. 206L-09-163, Revision A, dated April 19, 2012.

(ii) Reserved.

(3) For Bell Helicopter 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 January 15, 2014.

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



2014-02-03 Beechcraft Corporation: Amendment 39-17731 ; Docket No. FAA-2013-0611;
Directorate Identifier 2013-CE-019-AD.

(a) Effective Date

This AD is effective March 7, 2014.

(b) Affected ADs

This AD supersedes AD 2011-27-51, Amendment 39-16915 (77 FR 2439, January 18, 2012).

(c) Applicability

This AD applies to the following Beechcraft Corporation airplanes in table 1 to paragraph (c) of this AD, certificated in any category:

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

Models	Serial Nos.
(1) 1900	UA-3.
(2) 1900C	UB-1 through UB-74 and UC-1 through UC-174.
(3) 1900C (Military)	UD-1 through UD-6.
(4) 1900D	UE-1 through UE-439.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of the elevator bob-weight (stabilizer weight) traveling past its stop bolt and allowing the attaching linkage to move over-center, which could lead to reduced nose down elevator control. Also, Beechcraft Corporation designed a secondary elevator bob-weight stop bolt to reduce the possibility of the bob-weight from traveling past the stop bolt. We are issuing this AD to prevent the elevator bob-weight (stabilizer weight) from traveling past its stop bolt and allowing the attaching linkage to move over-center and lead to reduced nose down elevator control, which could result in loss of control.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done. Paragraph (g) of this AD only applies to airplanes where the inspection required by AD 2011-27-51 (77 FR 2439, January 18, 2012) has not been done.

(g) Retained Inspections

Within the next 10 hours time-in-service (TIS) after January 18, 2012 (the effective date of AD 2011-27-51 (77 FR 2439, January 18, 2012)), inspect the elevator bob-weight installation for the following conditions specified in paragraphs (g)(1) through (g)(4) in this AD. Use Hawker Beechcraft Corporation Safety Communiqué No. 321, dated December 2011.

(1) The correct positioning of the elevator control column link assembly, (part number (P/N) 101-524112-1 (1900/1900C) or P/N 101-524112-5 (1900D)). With the elevator control column in the full nose down position (control column forward), the link must form an angle between the link attachment point at the control column and the bell crank pivot point as shown in the Hawker Beechcraft Corporation Safety Communiqué photo labeled "Correct Link Orientation." The link should be trailing aft from the control column assembly. The term "nose down" corresponds to the airplane nose down, down elevator, and control column forward position as used in this AD and Hawker Beechcraft Corporation Safety Communiqué No. 321, dated December 2011.

(2) The clearance of the bob-weight stop bolt. With the elevator control column in the full nose down position (control column forward), the stabilizer weight stop bolt must have positive clearance with the face of the stabilizer weight.

(3) The condition of the bob-weight and alignment with the stop bolt. Inspect for evidence of scraping along either side of the weight by the stop bolt. With side pressure applied by hand to the stabilizer weight, no part of the stop bolt should protrude beyond the face of the stabilizer weight on either edge.

(4) The condition of the bob-weight support bracket. Inspect for evidence of damage or deformation by contact with the weight assembly.

(h) Installation of Kit 114-5060

Within the next 600 hours TIS after March 7, 2014 (the effective date of this AD), install the secondary elevator bob-weight stop bolt, Kit 114-5060, following Beechcraft Corporation Mandatory Service Bulletin No. SB 27-4119, dated June 2013.

(i) Corrective Actions

If any discrepancies are found during the inspection required in paragraph (g) of this AD, including all subparagraphs, and during the installation required in paragraph (h) of this AD, before further flight, contact Beechcraft Corporation Technical Support. If a deviation from FAA-approved type design is required, then request an alternative method of compliance (AMOC) as described in paragraph (j) of this AD. You may contact Beechcraft Technical Support by telephone at (800) 429-5372 or (316) 676-3140.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Wichita 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 the Related Information section of this AD.

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

(3) AMOCs approved for AD 2011-27-51 (77 FR 2439, January 18, 2012) are approved as AMOCs for the corresponding provisions of this AD.

(k) Related Information

For more information about this AD, contact Don Ristow, Aerospace Engineer, Wichita ACO, FAA, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4120; fax: (316) 946-4107; email: donald.ristow@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.

(3) The following service information was approved for IBR on March 7, 2014.

(i) Beechcraft Corporation Mandatory Service Bulletin No. SB 27-4119, dated June 2013.

(ii) Reserved.

(4) The following service information was approved for IBR on January 18, 2012 (77 FR 2439, January 18, 2012).

(i) Hawker Beechcraft Corporation Safety Communiqué No. 321, dated December 2011.

(ii) Reserved.

(5) For service information identified in this AD, contact Beechcraft Corporation at P.O. Box 85, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140; Internet: <http://www.beechcraft.com>.

(6) 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.

(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 January 15, 2014.

Steven W. Thompson,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2014-02-04 Eurocopter France Helicopters: Amendment 39-17732; Docket No. FAA-2013-0501; Directorate Identifier 2011-SW-036-AD.

(a) Applicability

This AD applies to Model EC 155B and EC155B1 helicopters with lower front fitting part number (P/N) 365A23-4240-01, upper front fitting P/N 365A23-4242-01, lower rear fitting P/N 365A23-4241-01, or upper rear fitting P/N 365A23-4243-01 (fittings), installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a crack in a fitting. This condition could result in loss of the upper fin during flight and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective March 7, 2014.

(d) Compliance

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

(e) Required Actions

- (1) Within 15 hours time-in-service (TIS) and thereafter at intervals not to exceed 55 hours TIS:
 - (i) Using an appropriate light source and a 10x or higher power magnifying glass, inspect each front (item c) and rear (item d) upper fitting and each front (item e) and rear (item f) lower fitting for a crack as depicted in Detail A of Figure 1 of Eurocopter Emergency Alert Service Bulletin No. 05A017, Revision 2, dated December 9, 2010 (ASB). Inspect the hatched area as depicted in Details B, C, and D of Figure 2 of the ASB. A high-resolution (more than 2 million pixels) digital camera or dye-penetrant inspection may be used to facilitate the crack inspection.
 - (ii) If there is a crack in any fitting, before further flight, remove all four fittings from service.
- (2) Within 180 hours TIS, remove the fittings from service.
- (3) Do not install lower front fitting P/N 365A23-4240-01, upper front fitting P/N 365A23-4242-01, lower rear fitting P/N 365A23-4241-01, and upper rear fitting P/N 365A23-4243-01 on any helicopter.

(f) Credit for Actions Previously Completed

Inspections accomplished before the effective date of this AD in accordance with the procedures specified in Eurocopter Emergency Alert Service Bulletin No. 05A017, Revision 2, dated December 9, 2010; Revision 1, dated January 27, 2010; and Revision 0, dated September 28, 2007, are

considered acceptable for compliance with the initial inspection specified in paragraph (e)(1) of this AD.

(g) Special flight permits

Special flight permits will not be issued.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Robert Grant, Aviation Safety Engineer, Safety Management Group, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone 817-222-5110; email robert.grant@faa.gov.

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

(i) Additional Information

(1) Eurocopter Service Bulletin No. 53-029, Revision 1, dated March 10, 2011, which is not incorporated by reference, contains additional information about the subject of this AD. For service information identified in this AD, contact American Eurocopter Corporation, 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at <http://www.eurocopter.com/techpub>. You may review the referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(2) The subject of this AD is addressed in European Aviation Safety Agency AD No. 2011-0108, dated June 7, 2011, which can be found in Docket No. FAA-2013-0501 on the Internet at <http://www.regulations.gov>.

(j) Subject

Joint Aircraft Service Component (JASC) Code: 5530 Vertical Stabilizer Structure.

(k) Material Incorporated by Reference

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

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

(i) Eurocopter Emergency Alert Service Bulletin No. 05A017, Revision 2, dated December 9, 2010.

(ii) Reserved.

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

(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 January 16, 2014.
Lance T. Gant,
Acting Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2014-02-05 Eurocopter France Helicopters: Amendment 39-17733; Docket No. FAA-2013-0679; Directorate Identifier 2009-SW-015-AD.

(a) Applicability

This AD applies to Eurocopter Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, and AS350D1 helicopters, certificated in any category, without modification (MOD) 073175 installed; with MOD 073237 installed in accordance with Eurocopter Service Bulletin No. 67.00.37, Revision 0, dated September 27, 2007, or Revision 1, dated February 6, 2008; or with one of the following serial numbers: 3972, 3973, 3982, 3987, 4003, 4023, 4046, 4050, 4086, 4120, 4122, 4132, 4143, 4152, 4172, 4194, 4259, 4314, 4324, 4378, 4392, 4447, 4452, 4477, 4489, 4490, 4501, 4523, 4546, 4560, 4589, 4594, 4599, 4632, 4659, 4666, or 4671.

(b) Unsafe Condition

This AD defines the unsafe condition as the main rotor collective pitch lever (collective) locking stud (locking stud) inadvertently locking in the low pitch (low) position, which could result in subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective March 7, 2014.

(d) Compliance

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

(e) Required Actions

(1) For helicopters with MOD 073237 installed, within 100 hours time-in-service (TIS):

(i) With the collective (item b) in the low position but not locked on the locking strip (item a), measure the distance between the end of the locking stud (item c) and the locking strip as indicated by dimension "J" in Figure 2 of Eurocopter Emergency Alert Service Bulletin No. 05.00.58, Revision 0, dated January 12, 2008 (EASB 05.00.58).

(ii) If the distance between the end of the locking stud and the locking strip is equal to or more than 3 millimeters (mm), no further action is required.

(iii) If the distance between the end of the locking stud and the locking strip is less than 3 mm and MOD 073175 is not installed, inspect to determine whether the grommet in the locking strip is seated against the console as shown in Figure 2 of EASB 05.00.58.

(A) If the grommet is not seated against the console, restore the original profile of the locking strip by doing the following:

(1) Clamp the locking strip in a vice with soft jaws and apply load progressively to the locking strip to restore the original profile of the locking strip.

(2) With the collective in the low position but not locked on the locking strip, measure the distance between the end of the locking stud and the locking strip as indicated by dimension "J" in Figure 2 of EASB 05.00.58.

(3) If the distance between the end of the locking stud and the locking strip is equal to or more than 3 mm, no further action is required.

(4) If the distance between the end of the locking stud and the locking strip is less than 3 mm, adjust the length of the locking stud and re-identify the locking stud by following the Accomplishment Instructions, paragraph 2.B.2.c., of EASB 05.00.58, except you are not required to comply with paragraph 2.B.4 of EASB 05.00.58.

(B) If the grommet is seated against the console, adjust the length of the locking stud and re-identify the locking stud by following the Accomplishment Instructions, paragraph 2.B.2.c., of EASB 05.00.58, except you are not required to comply with paragraph 2.B.4 of EASB 05.00.58.

(iv) If the distance between the end of the locking stud and the locking strip is less than 3 mm and MOD 073175 is installed, adjust the length of the locking stud and re-identify the locking stud by following the Accomplishment Instructions, paragraph 2.B.2.c., of EASB 05.00.58, except you are not required to comply with paragraph 2.B.4 of EASB 05.00.58.

(v) After adjusting the length of the locking stud in accordance with paragraph 2.B.2.c of the EASB, determine whether the distance between the end of the locking stud and the locking strip is equal to or more than 3 mm.

(A) If the distance between the end of the locking stud and the locking strip is equal to or more than 3 mm, no further action is required.

(B) If the distance between the end of the locking stud and the locking strip is less than 3 mm, do not approve the helicopter for return to service until the distance between the end of the locking stud and the locking strip is equal to or more than 3 mm.

(2) For helicopters without MOD 073237 installed, within 100 hours TIS:

(i) With the collective in the low position but not locked on the locking strip, measure the distance between the end of the locking stud and the locking strip as indicated by dimension "J" in Figure 2 of EASB 05.00.58.

(ii) If the distance between the end of the locking stud and the locking strip is equal to or more than 3 mm, no further action is needed.

(iii) If the distance between the end of the locking stud and the locking strip is less than 3 mm and MOD 073175 is not installed, inspect to determine whether the grommet in the locking strip is seated against the console as shown in Figure 2 of EASB 05.00.58.

(A) If the grommet is not seated against the console, restore the original profile of the locking strip by doing the following:

(1) Clamp the locking strip in a vice with soft jaws and apply load progressively to the locking strip.

(2) With the collective in the low position but not locked on the locking strip, measure the distance between the end of the locking stud and the locking strip as indicated by dimension "J" in Figure 2 of the EASB 05.00.58.

(3) If the distance between the end of the locking stud and the locking strip is equal to or more than 3 mm, no further action is required.

(4) If the distance between the end of the locking stud and the locking strip is less than 3 mm, do not approve the helicopter for return to service until the distance between the end of the locking stud and the locking strip is equal to or more than 3 mm.

(B) If the grommet is seated against the console, do not approve the helicopter for return to service until the distance between the end of the locking stud and the locking strip is equal to or more than 3 mm.

(iv) If the distance between the end of the locking stud and the locking strip is less than 3 mm and MOD 073175 is installed, do not approve the helicopter for return to service until the distance between the end of the locking stud and the locking strip is equal to or more than 3 mm.

(3) Repeat the measurement requirement in paragraphs (e)(1) or (e)(2) of this AD as applicable to your helicopter each time the collective, locking stud, or locking strip is replaced; each time the locking strip setting is readjusted; or at intervals not exceeding 660 hours TIS or 2 years, whichever occurs first.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Robert Grant, Aviation Safety Engineer, Safety Management Group, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone 817-222-5110; email robert.grant@faa.gov.

(2) For operations conducted under 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) Eurocopter Service Bulletin (SB) No. 67.00.21, Revision 1, dated June 21, 2006, and SB No. 67.00.37, Revision 2, dated December 2, 2008, which are not incorporated by reference, contain additional information about the subject of this AD. For service information identified in this AD, contact American Eurocopter Corporation, 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at <http://www.eurocopter.com/techpub>. You may review the referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(2) The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2009-0019, dated February 3, 2009. You may view the EASA AD on the Internet at <http://www.regulations.gov> in Docket No. FAA-2013-0679.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 6710 Main 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) Eurocopter Emergency Alert Service Bulletin No. 05.00.58, Revision 0, dated January 12, 2008.

(ii) Reserved.

Note 1 to paragraph (i)(2): Eurocopter Emergency Alert Service Bulletin (EASB) No. 05.00.58, Revision 0, dated January 12, 2008, is co-published in one document with Eurocopter EASB No. 05.00.35, Revision 0, dated January 12, 2008, which is not incorporated by reference in this AD.

(3) For Eurocopter service information identified in this AD, contact American Eurocopter Corporation, 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775.

(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 January 16, 2014.

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



2014-02-07 Costruzioni Aeronautiche Tecnam srl: Amendment 39-17735; Docket No. FAA-2013-0888; Directorate Identifier 2013-CE-024-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective March 14, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Costruzioni Aeronautiche Tecnam srl Model P2006T airplanes, serial numbers (S/N) 001/US through S/N 9999/US, certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as cracking of the nose landing gear (NLG) lower link. We are issuing this AD to detect and correct cracks in an NLG lower link, which could lead to NLG failure, possibly resulting in damage to the airplane and injury to the occupants.

(f) Actions and Compliance

Unless already done, do the following actions as specified in paragraphs (f)(1) through (f)(5) of this AD:

(1) For airplanes with an NLG lower link assembly part number (P/N) 26-8-1417-000 installed, within the next 25 hours time-in-service (TIS) after March 14, 2014 (the effective date of this AD) or within the next 30 days after March 14, 2014 (the effective date of this AD), whichever occurs first, do a detailed inspection of the NLG lower link P/N 26-8-1417-1 (this is in the NLG-000 assembly) following Costruzioni Aeronautiche Tecnam Service Bulletin No. SB 128-CS, Revision 0, dated May 15, 2013.

(2) If a crack is detected during the inspection required by paragraph (f)(1) of this AD, before further flight, replace the NLG lower link assembly with an improved assembly. Follow the instructions in Costruzioni Aeronautiche Tecnam Job Card 442, P2006T NLG upper link replacement, Revision 1, dated February 11, 2013; Costruzioni Aeronautiche Tecnam Job Card 468, New NLG Spring replacement, dated October 12, 2012; or Costruzioni Aeronautiche Tecnam Job Card 528, P2006T NLG retraction spring installation, Revision 1, dated April 2, 2013, as applicable,

as specified in Costruzioni Aeronautiche Tecnam Service Bulletin No. SB 128-CS, Revision 0, dated May 15, 2013.

Note 1 to paragraphs (f)(2) and (f)(3) of this AD: Although Costruzioni Aeronautiche Tecnam Job Card 442, Revision 1, dated February 11, 2013, is designated P2006T NLG upper link replacement, it still pertains to the replacement of the lower link.

(3) Unless already done as required by paragraph (f)(2) of this AD, within the next 50 hours TIS after March 14, 2014 (the effective date of this AD) or within the next 60 days after March 14, 2014 (the effective date of this AD), whichever occurs first, replace the NLG lower link assembly P/N 26-8-1417-000 with an improved assembly. Follow the instructions in Costruzioni Aeronautiche Tecnam Job Card 442, P2006T NLG upper link replacement, Revision 1, dated February 11, 2013; Costruzioni Aeronautiche Tecnam Job Card 468, New NLG Spring replacement, dated October 12, 2012; or Costruzioni Aeronautiche Tecnam Job Card 528, P2006T NLG retraction spring installation, Revision 1, dated April 2, 2013, as applicable, as specified in the Costruzioni Aeronautiche Tecnam Service Bulletin No. SB 128-CS, Revision 0, dated May 15, 2013.

(4) After replacement of the NLG lower link assembly as required by paragraph (f)(2) or (f)(3) of this AD, as applicable, do not install an NLG lower link assembly P/N 26-8-1417-000 or an NLG lower link part P/N 26-8-1417-1 (this is in the NLG-000 assembly) on that airplane.

(5) For an airplane with an NLG lower link assembly P/N 26-8-8000-000 already installed, after the effective date of this AD, do not install an NLG lower link assembly P/N 26-8-1417-000 or a NLG lower link P/N 26-8-1417-1 on that airplane.

(g) Credit for Actions Done Following Previous Service Information

This AD provides credit for the inspection required in paragraph (f)(1) of this AD and any necessary replacement required in paragraphs (f)(2) or (f)(3) of this AD if already done before March 14, 2014 (the effective date of this AD) following Costruzioni Aeronautiche Tecnam Service Bulletin No. SB 104-CS, Edition 2, Revision 1, dated March 28, 2013.

(h) Other FAA AD Provisions

The following provisions also apply to this AD:

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

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

(i) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) AD No.: 2013-0134, dated July 2, 2013, for more information. The MCAI can be found in the AD docket on the Internet at: <http://www.regulations.gov/#!documentDetail;D=FAA-2013-0888-0003>. You may also refer to Costruzioni Aeronautiche Tecnam Service Bulletin No. SB 104-CS, Edition 2, Revision 1, dated

March 28, 2013, for more information. For service information related to this AD, you may contact the manufacturer using the information found in paragraph (j)(3) of this AD.

(j) Material Incorporated by Reference

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

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

(i) Costruzioni Aeronautiche Tecnam Service Bulletin No. SB 128-CS, Revision 0, dated May 15, 2013.

Note 2 to paragraph (j)(2)(i) of this AD: The Occurrence Report is not paginated. The correct pagination is page 3/3.

(ii) Costruzioni Aeronautiche Tecnam Cartone di lavoro (English translation: Job Card) 468, New NLG Spring replacement, dated October 12, 2012.

Note 3 to paragraphs (j)(2)(ii) through (j)(2)(iv) of this AD: This service information contains Italian to English translation. EASA used the English translation in referencing the documents from Costruzioni Aeronautiche Tecnam srl. For enforceability purposes, we will refer to the Costruzioni Aeronautiche Tecnam srl service information as the titles appear on the documents.

(iii) Costruzioni Aeronautiche Tecnam Cartone di lavoro (English translation: Job Card) 528, P2006T NLG retraction spring installation, Revision 1, dated April 2, 2013.

(iv) Costruzioni Aeronautiche Tecnam Cartone di lavoro (English translation: Job Card) 442, P2006T NLG upper link replacement, Revision 1, dated February 11, 2013.

(3) For Costruzioni Aeronautiche Tecnam srl service information identified in this AD, contact Costruzioni Aeronautiche Tecnam Airworthiness Office, Via Maiorise-81043 Capua (CE) Italy; telephone: +39 0823 620134; fax: +39 0823 622899; email: m.oliva@tecnam.com or g.paduano@tecnam.com; Internet: www.tecnam.com/it-IT/documenti/service-bulletins.aspx.

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

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

Issued in Kansas City, Missouri, on January 23, 2014.

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



2014-02-08 Agusta S.p.A. Helicopters (Type Certificate currently held by AgustaWestland S.p.A.) (Agusta): Amendment 39-17736; Docket No. FAA-2013-0478; Directorate Identifier 2012-SW-092-AD.

(a) Applicability

This AD applies to Agusta Model A109C, A109S, and A109K2 helicopters, all serial numbers; Model A109E helicopters, serial number (S/N) 11002 through 11807 except S/N 11796; and Model AW109SP helicopters, S/N 22202 through 22278, except S/N 22239, 22264, 22266, 22272, 22273, 22275, and 22277, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a missing or broken lock wire securing the tail rotor (T/R) duplex bearing locking nut (locking nut). This condition could result in loosening of the locking nut, failure of the T/R, and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective March 7, 2014.

(d) Compliance

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

(e) Required Actions

(1) Within 5 hours time-in-service (TIS), inspect each lock wire securing the T/R locking nut to the housing.

(i) If only one lock wire is installed and it is not damaged, before further flight, install a second lock wire.

(ii) If one or both lock wires are installed, and either one or both are damaged, before further flight, remove and reassemble the housing and slider group of the T/R rotating controls.

(2) Within 25 hours TIS from the inspection required by paragraph (e)(1) of this AD, and thereafter at intervals not exceeding 25 hours TIS, inspect the lock wires which secure the T/R locking nut to the housing. If either lock wire is missing or damaged, before further flight, remove and reassemble the housing and slider group of the T/R rotating controls.

(3) Within 100 hours TIS, remove and reassemble the housing and slider group of the T/R rotating controls.

(4) Removing and reassembling the housing and slider group of the T/R rotating controls as required by paragraph (e)(1)(ii), (e)(2), or (e)(3) is terminating action for this AD.

(f) Special Flight Permit

Special flight permits are prohibited.

(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Robert Grant, Aviation Safety Engineer, Safety Management Group, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone 817-222-5110; email robert.grant@faa.gov.

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

(h) Additional Information

(1) Agusta Bollettino Tecnico (BT) No. 109-134 for Model A109C helicopters, BT No. 109EP-121 for Model A109E helicopters, BT No. 109S-48 for Model A109S helicopters, BT No. 109K-54 for Model A109K2 helicopters, and BT No. 109SP-051 for Model AW109SP helicopters, all dated September 21, 2012, which are not incorporated by reference, contain additional information about the subject of this AD. For service information identified in this AD, contact Agusta Westland, Customer Support & Services, Via Per Tornavento 15, 21019 Somma Lombardo (VA) Italy, ATTN: Giovanni Cecchelli; telephone 39-0331-711133; fax 39 0331 711180; or at <http://www.agustawestland.com/technical-bullettins>. You may review the referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(2) The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2012-0195-E, dated September 24, 2012, and corrected September 25, 2012. You may view the EASA AD on the internet in the Docket No. FAA-2013-0478 at <http://www.regulations.gov>.

(i) Subject

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

Issued in Fort Worth, Texas, on January 16, 2014.

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



2014-02-09 Eurocopter France: Amendment 39-17737; Docket No. FAA-2014-0039; Directorate Identifier 2013-SW-058-AD.

(a) Applicability

This AD applies to Model EC225LP helicopters with emergency flotation gear installed and Model AS332L1 helicopters with emergency flotation gear with Eurocopter Modification OP26277 installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as incorrect routing of a strap under the hinged rod median plate of an emergency flotation gear rear cradle. This condition could result in failure of the rods or straps upon deployment of the emergency flotation gear, incorrect float position, and subsequent capsizing of the helicopter.

(c) Effective Date

This AD becomes effective February 24, 2014.

(d) Compliance

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

(e) Required Actions

(1) Before the next overwater flight, inspect each left hand and right hand rear cradle strap on the hinged rods of the emergency flotation gear for correct installation as shown in Photo 1, Figure 1, of Eurocopter Emergency Alert Service Bulletin No. 25A142, Revision 0, dated September 25, 2013 (EASB No. 25A142), for Model EC225LP helicopters or EASB No. 25.02.76, Revision 0, dated September 25, 2013 (EASB No. 25.02.76), for Model AS332L1 helicopters. Both straps must be installed over the hinged rod's median plate.

(2) If any strap is installed under the plate as shown in Photo 2, Figure 1, of EASB No. 25A142 or No. 25.02.76, reinstall each incorrectly routed strap so that each strap is installed over the plate as depicted in Figure 2 and Figure 3 of EASB No. 25A142 or No. 25.02.76, as applicable to your model helicopter.

(f) Special Flight Permits

Special flight permits are prohibited for flights over water.

(g) Alternative Methods of Compliance (AMOCs)

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

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

(h) Additional Information

The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2013-0237-E, dated September 26, 2013. You may view the EASA AD at <http://www.regulations.gov> in Docket No. FAA-2014-0039.

(i) Subject

Joint Aircraft Service Component (JASC) Code: 3212 Emergency Flotation Section.

(j) 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) Eurocopter EASB No. 25.02.76, Revision 0, dated September 25, 2013.

(ii) Eurocopter EASB No. 25A142, Revision 0, dated September 25, 2013.

Note 1 to paragraph (i)(2): Eurocopter EASB No. 25.02.76, Revision 0, dated September 25, 2013, and Eurocopter EASB No. 25A142, Revision 0, dated September 25, 2013, are co-published as one document along with Eurocopter EASB No. 25.01.62, Revision 0, dated September 25, 2013, and Eurocopter ASB No. 25A060, Revision 0, dated September 25, 2013, which are not incorporated by reference.

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

(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 January 10, 2014.

Kim Smith,
Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.