

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

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

BIWEEKLY 2015-24

11/16/2015 - 11/29/2015



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 |
|--------|-------------|--------------|---------------|
|--------|-------------|--------------|---------------|

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 |
|------------|--|---------------------------|-----------------|

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 |

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| AD No. | Information | Manufacturer | Applicability |
|--------|-------------|--------------|---------------|
|--------|-------------|--------------|---------------|

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 |

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 |
|------------|------------------|------------------------------|--|

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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 |

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

| AD No. | Information | Manufacturer | Applicability |
|--|--------------|---|--|
| Information Key: E - Emergency; COR - Correction; S – Supersedes; R - Replaces | | | |
| 2015-21-01 | | Helicopters | |
| 2015-21-04 | | Technify Motors GmbH Pratt & Whitney | TAE 125-02-99 and TAE 125-02-114 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 | Airbus Helicopters | AS350B3 |
| | S 2015-22-52 | | |
| 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 |



2015-16-07 R1 Reims Aviation S.A.: Amendment 39-18328; Docket No. FAA-2015-3398; Directorate Identifier 2015-CE-031-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective December 28, 2015.

(b) Affected ADs

This AD replaces AD 2015-16-07, Amendment 39-18232 (80 FR 49127, August 17, 2015) ("AD 2015-16-07").

(c) Applicability

This AD applies to Reims Aviation S.A. Model F406 airplanes, serial numbers 0001 through 0098, 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 pilot's rudder control pedal in flight. We are issuing this AD to detect and correct cracking of the pilot rudder control pedal which, if not corrected, could result in detachment of the pedal with possible loss of airplane directional control.

(f) Actions and Compliance

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

(1) Before further flight after August 18, 2015 (the effective date retained from AD 2015-16-07), do a visual inspection and a dye or fluorescent penetrant inspection of the rudder control pedal torque tubes, LH (Part Number (P/N) 5115260-1) and RH (P/N 5115260-2), following the instructions of PART A of ASI AVIATION Service Bulletin No.: F406-104, dated July 28, 2015.

(2) If no crack is detected during the inspection required by paragraph (f)(1) of this AD, within 100 hours time-in-service (TIS) after August 18, 2015 (the effective date retained from AD 2015-16-07), do a magnetic particle inspection of the rudder control pedal torque tubes, LH (P/N 5115260-1) and RH (P/N 5115260-2), following the instructions of PART B of ASI AVIATION Service Bulletin No.: F406-104, dated July 28, 2015.

(3) If any crack is detected on a rudder control pedal torque tube during the inspection required by paragraph (f)(1) or (f)(2) of this AD, before further flight, replace the affected part with a

serviceable part following the instructions of ASI AVIATION Service Bulletin No.: F406-104, dated July 28, 2015.

(4) For the purpose of this AD, a serviceable part is:

(i) A rudder control pedal torque tube (LH P/N 5115260-1 or RH P/N 5115260-2) that has had a magnetic particle inspection following the instructions of PART B of ASI AVIATION Service Bulletin No.: F406-104, dated July 28, 2015, and no cracks were found; or

(ii) A new rudder control pedal torque tube (LH P/N 5115260-1 or RH P/N 5115260-2) that has never been installed on an airplane.

(5) You may install a rudder control pedal torque tube P/N 5115260-1 (LH) or P/N 5115260-2 (RH) on an airplane, provided it is a serviceable part.

(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: Albert J. 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.

(3) Reporting Requirements: For any reporting requirement in this AD, 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.

(h) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) AD No.: 2015-0159-E, dated July 31, 2015, and EASA AD No.: 2015-0159R1, dated August 24, 2015, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-3398.

(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.

(3) The following service information was approved for IBR on August 18, 2015 (80 FR 49127).

(i) ASI AVIATION Service Bulletin No.: F406-104, dated July 28, 2015.

(ii) Reserved.

(4) For service information identified in this AD, contact ASI Aviation, Aérodrome de Reims Prunay, 51360 Prunay, FRANCE; telephone: +33 3 26 48 46 65; fax: +33 3 26 49 18 57; email: none; Internet: <http://asi-aviation.fr/asi-aviation-support/1.html> (requires user name and password).

(5) 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. It is also available on the Internet at <http://www.regulations.gov> by searching for locating Docket No. FAA-2015-3398.

(6) 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 November 6, 2015.

Melvin Johnson,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2015-23-09 Zodiac Aerotechnics (formerly Intertechnique Aircraft Systems): Amendment 39-18325. FAA-2015-0927; Directorate Identifier 2013-NM-172-AD.

(a) Effective Date

This AD becomes effective December 28, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Zodiac Aerotechnics (formerly Intertechnique Aircraft Systems) flightcrew oxygen mask regulators having part number MC10, MF10, and MF20 series, with serial numbers listed in Appendix 1 of Zodiac Services Service Bulletin MCF-SBU-35-001, Revision 1, dated December 3, 2012. These oxygen mask regulators are installed on various transport and small airplanes, certificated in any category, including, but not limited to, the airplanes of the manufacturers specified in paragraphs (c)(1), (c)(2), (c)(3), (c)(4), (c)(5), (c)(6), and (c)(7) of this AD. An oxygen mask regulator having part number MC10-04-127 with serial number 48573 is affected only if it is part of part number MSE101-27 with serial number 7521.

- (1) Airbus.
- (2) ATR–GIE Avions de Transport Régional.
- (3) The Boeing Company.
- (4) Bombardier, Inc.
- (5) Cessna Aircraft Company.
- (6) Gulfstream Aerospace Corporation.
- (7) Gulfstream Aerospace LP.

(d) Subject

Air Transport Association (ATA) of America Code 35, Oxygen.

(e) Reason

This AD was prompted by a report that improper maintenance on oxygen mask regulators was found. During an inspection of the oxygen test bench, incorrect settings were noticed. This test bench setting discrepancy on the oxygen mask regulator could cause an improper mask dilution schedule. We are issuing this AD to detect and correct affected oxygen mask regulators, which could lead, in case of mask usage at or above 10,000 feet after a depressurization event, to the inhalation of air with improper content of oxygen, due to the bad dilution settings, thereby providing inadequate protection to the affected flightcrew against hypoxia. Hypoxia can start from a headache and drowsiness and lead eventually to unconsciousness with severe consequence in terms of airplane controllability.

(f) Compliance

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

(g) Inspection

Within 30 days after the effective date of this AD, inspect each flightcrew oxygen mask regulator to identify the part number and serial number, in accordance with the Accomplishment Instructions of Zodiac Aerospace Service Bulletin MCF-SBU-35-001, Revision 1, dated December 3, 2012. A review of airplane maintenance records is acceptable to make the determination as specified in this paragraph, provided those records can be relied upon for that purpose, and each flightcrew oxygen mask regulator can be conclusively identified from that review.

(h) Action for Affected Regulators

If the part number and serial number, identified as required by paragraph (g) of this AD, are listed in Appendix 1 of Zodiac Aerospace Service Bulletin MCF-SBU-35-001, Revision 1, dated December 3, 2012, within 30 days after the effective date of this AD, accomplish the actions specified in paragraph (h)(1) or (h)(2) of this AD.

(1) Replace each affected flightcrew oxygen mask regulator with a part identified in paragraph (h)(1)(i) or (h)(1)(ii) of this AD.

(i) A serviceable part, not having a part number and serial number listed in Appendix 1 of Zodiac Aerospace Service Bulletin MCF-SBU-35-001, Revision 1, dated December 3, 2012.

(ii) A part that has been tested and passed the test in accordance with paragraph 3.A.(4) of the Accomplishment Instructions of Zodiac Aerospace Service Bulletin MCF-SBU-35-001, Revision 1, dated December 3, 2012.

(2) Do the actions specified in paragraphs (h)(2)(i) and (h)(2)(ii) of this AD.

(i) Revise the Emergency Procedures section of the airplane flight manual (AFM) by inserting the statement provided in figure 1 to paragraph (h)(2)(i) of this AD. This may be done by inserting a copy of figure 1 to paragraph (h)(2)(i) of this AD into the AFM.

Figure 1 to Paragraph (h)(2)(i) of This AD

In case of depressurization, both pilots must use the mask regulator on 100% demand or Emergency mode only.

Note 1 to paragraph (h)(2)(i) of this AD: For oxygen over-consumption, refer to applicable airplane type certificate holder limitations, if existing, depending on the airplane configuration and/or flight plan.

Note 2 to paragraph (h)(2)(i) of this AD: It is the operators' responsibility to assess the operational consequences of the oxygen over-consumption and ensure that the operational requirements with regard to supplemental oxygen and crew protective breathing equipment are still done. Operators are expected to amend, as applicable, their operations manual(s) accordingly.

(ii) Fabricate and install a placard on the flightcrew oxygen mask container that states: "USE SELECTOR on "100%" OR "EMERGENCY" ONLY."

(i) Regulator Replacement

Within 12 months after the effective date of this AD, unless already accomplished as specified in paragraph (h)(1) of this AD, replace each affected flightcrew oxygen mask regulator identified in paragraph (h) of this AD with a part identified in paragraph (i)(1) or (i)(2) of this AD. After replacement of all affected flightcrew oxygen mask regulators on an airplane, the actions specified in paragraph (h)(2) of this AD are no longer required, the AFM revision specified in paragraph (h)(2)(i) of this AD may be removed from the AFM, and the placard identified in paragraph (h)(2)(ii) of this AD may be removed from the airplane.

(1) A serviceable part, not having a part number and serial number listed in Appendix 1 of Zodiac Aerospace Service Bulletin MCF-SBU-35-001, Revision 1, dated December 3, 2012.

(2) A part that has been tested and passed the test in accordance with paragraph 3.A.(4) of the Accomplishment Instructions of Zodiac Aerospace Service Bulletin MCF-SBU-35-001, Revision 1, dated December 3, 2012.

(j) Credit for Previous Actions

This paragraph provides credit for actions required by paragraphs (g), (h)(1)(ii), and (i)(2) of this AD, if those actions were performed before the effective date of this AD using Zodiac Aerospace Service Bulletin MCF-SBU-35-001, dated October 25, 2012, which is not incorporated by reference in this AD.

(k) Parts Installation Limitation

As of the effective date of this AD, no person may install any flightcrew oxygen mask regulator with a part number and serial number listed in Appendix 1 of Zodiac Aerospace Service Bulletin MCF-SBU-35-001, Revision 1, dated December 3, 2012, on any airplane, unless the regulator has been tested and passed the test, in accordance with paragraph 3.A.(4) of the Accomplishment Instructions of Zodiac Aerospace Service Bulletin MCF-SBU-35-001, Revision 1, dated December 3, 2012.

(l) Alternative Methods of Compliance (AMOCs)

The Manager, Boston Aircraft Certification Office (ACO), ANE-150, 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 ACO, send it to ATTN: Ian Lucas, Aerospace Engineer, Boston Aircraft Certification Office, ANE-150, FAA, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7757; fax: 781-238-7170; email: ian.lucas@faa.gov. 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. The AMOC approval letter must specifically reference this AD.

(m) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA Airworthiness Directive 2012-0254R1, dated December 21, 2012, for related information. This MCAI may be found in the AD docket on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2015-0927-0004>.

(2) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (n)(3) and (n)(4) of this AD.

(n) 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 this AD specifies otherwise.

(i) Zodiac Aerospace Service Bulletin MCF-SBU-35-001, Revision 1, dated December 3, 2012.

(ii) Reserved.

(3) For service information identified in this AD, contact Zodiac Services, Technical Publication Department, Zodiac Aerotechnics, Oxygen Systems Europe, 61 Rue Pierre Curie–CS20001, 78373 Plaisir Cedex, France; phone: (33) 01 61 24 23 23; fax: (33) 01 30 55 71 61; email: yann.laine@zodiac aerospace.com; Internet: <http://www.zodiac aerospace.com>.

(4) You may view this service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221.

(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 Renton, Washington, on November 3, 2015.

Dionne Palermo,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2015-24-02 Viking Air Limited: Amendment 39-18334; Docket No. FAA-2015-3073; Directorate Identifier 2015-CE-017-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective January 4, 2016.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Viking Air Limited DHC-3 airplanes, all serial numbers, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 57: Wings.

(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 corrugation cracking found at various wing stations and on the main spar lower cap. We are issuing this proposed AD to detect cracking and correct as necessary to address the unsafe condition on these products.

(f) Actions and Compliance

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

(1) Within 30 days after January 4, 2016 (the effective date of this AD), determine the accumulated wing flight cycles or wing flight hours for each wing by contacting Technical Support at Viking Air Limited. You can find contact information for Viking Air Limited in paragraph (i) of this AD.

(2) Within 30 days after January 4, 2016 (the effective date of this AD), determine all installed supplemental type certificates (STC) or modifications affecting the wings. Based on the accumulated air time determined from paragraph (f)(1) of this AD and before the initial inspection required in paragraph (f)(3) of this AD, install access panels as follows:

(i) If the airplane is free of STCs or any other modifications affecting the wings, install additional inspection access panels following the Accomplishment Instructions Part A of Viking DHC-3 Otter Service Bulletin No. V3/0002, Revision "C", dated April 30, 2014.

(ii) If the airplane is fitted with STC SA2009NY (which can be found on the internet at: http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/F7309B7D9B008C588625734F00730144?OpenDocument&Highlight=sa02009ny), incorporate additional inspection access panels

following the Accomplishment Instructions of Viking Air Limited SB 3-STC (03-50)-001, Revision "NC", dated July 3, 2013.

Note 1 to paragraph (f)(2)(ii) of this AD: STC SA03-50 would be the Canadian equivalent of the United States (FAA) STC SA2009NY.

(iii) If there are other STCs or modifications affecting the wings the operator must contact the FAA to request an FAA-approved alternative method of compliance using the procedures in paragraph (g)(1) of this AD and 14 CFR 39.19. To develop these procedures, we recommend you contact the STC holder for guidance in developing substantiating data.

(3) Based on the accumulated air time on the wings determined in paragraph (f)(1) of this AD, perform initial and repetitive borescope and visual inspections of both the left-hand and right-hand wing box following Part B of the Accomplishment Instructions of Viking DHC-3 Otter Service Bulletin V3/0002, Revision "C", dated April 30, 2014, using the inspection schedules specified in Table 1 of paragraph (f)(3) of this AD:

Table 1 of Paragraph (f)(3) of This AD—Inspection Schedule

| Effectivity | Initial inspection | Repetitive inspection |
|--|--|---|
| If Viking Air Limited SB V3/0002, Revision "A", dated February 22, 2013; or Viking Air Limited SB V3/0002, Revision "B", dated July 3, 2013; were complied with prior to January 4, 2016 (the effective date of this AD) | The initial inspection is not required since the inspection was accomplished while complying with Revision "A" or "B" of Viking Air Limited SB V3/0002 | Repetitively inspect not to exceed every 1,600 wing flight hours accumulated after the last inspection or 2,100 wing flight cycles after the last inspection, whichever occurs first. |
| If, as of January 4, 2016 (the effective date of this AD), the airplane has less than 31,200 wing flight hours | Inspect within 800 wing flight hours after January 4, 2016 (the effective date of this AD), or within 6 months January 4, 2016 (the effective date of this AD), whichever occurs first | Repetitively inspect not to exceed every 1,600 wing flight hours accumulated after the last inspection or 2,100 wing flight cycles after the last inspection, whichever occurs first. |
| If, as of January 4, 2016 (the effective date of this AD), the airplane has 31,200 wing flight hours or more but less than 31,600 wing flight hours | Inspect upon or before accumulating 32,000 wing flight hours or within 6 months after January 4, 2016 (the effective date of this AD), whichever occurs first | Repetitively inspect not to exceed every 1,600 wing flight hours accumulated after the last inspection or 2,100 wing flight cycles after the last inspection, whichever occurs first. |
| If, as of January 4, 2016 (the effective date of this AD), the airplane has 31,600 wing flight hours or more | Inspect within 400 wing flight hours accumulated after January 4, 2016 (the effective date of this AD) or 3 months after January 4, 2016 (the effective date of this AD), whichever occurs first | Repetitively inspect not to exceed every 1,600 wing flight hours accumulated after the last inspection or 2,100 wing flight cycles after the last inspection, whichever occurs first. |

(4) If any cracks are found, contact Technical Support at Viking Air Limited for an FAA-approved repair and incorporate the repair before further flight. You can find contact information for

Viking Air Limited in paragraph (i) of this AD. The FAA-approved repair must specifically reference this AD.

(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: Aziz Ahmed, Aerospace Safety Engineer, FAA, New York Aircraft Certification Office (ACO), 1600 Steward Avenue, Suite 410, Westbury, New York 11590; telephone: (516) 228-7329; fax: (516) 794-5531; email: aziz.ahmed@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.

(3) Reporting Requirements: For any reporting requirement in this AD, 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.

(h) Related Information

Refer to MCAI Transport Canada AD No. CF-2015-05, dated March 18, 2015, for related information. The MCAI can be found in the AD docket on the Internet at: <http://www.regulations.gov/#!documentDetail;D=FAA-2015-3073-0002>.

(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) Viking DHC-3 Otter Service Bulletin No. V3/0002, Revision "C", dated April 30, 2014.

(ii) Viking DHC-3 Otter Service Bulletin 3-STC (03-50)-001, Revision "NC", dated July 3, 2013.

(3) For Viking Air Limited service information identified in this AD, contact Viking Air Limited Technical Support, 1959 De Havilland Way, Sidney, British Columbia, Canada, V8L 5V5; Fax: 250-656-0673; telephone: (North America) 1-800-663-8444; email: technical.support@vikingair.com; Internet: <http://www.vikingair.com/support/service-bulletins>.

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

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

Issued in Kansas City, Missouri, on November 16, 2015.
Melvin Johnson,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2015-24-03 SOCATA: Amendment 39-18335; Docket No. FAA-2015-3642; Directorate Identifier 2015-CE-028-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective January 4, 2016.

(b) Affected ADs

None.

(c) Applicability

This AD applies to SOCATA Models TB 9, TB 10, TB 20, TB 21, and TB 200 airplanes, all manufacturer serial numbers, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 55: Stabilizers.

(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 corrosion of the horizontal stabilizer. We are issuing this AD to detect and correct corrosion of the horizontal stabilizer (HS) spar, which could result in buckling and permanent HS distortion, possibly resulting in reduced control.

(f) Actions and Compliance

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

(1) Within 13 months after January 4, 2016 (the effective date of this AD) and repetitively thereafter at intervals not to exceed 72 months, do a special detailed inspection of the HS spar following the instructions of DAHER-SOCATA TB Aircraft Mandatory Service Bulletin SB 10-152, Amendment 1, dated April 2015.

(2) If no discrepancy is detected during any inspections required by paragraph (f)(1) of this AD, protect the HS spar following the instructions of DAHER-SOCATA TB Aircraft Mandatory Service Bulletin SB 10-152, Amendment 1, dated April 2015.

(3) If any discrepancy is detected during any inspection required by paragraph (f)(1) of this AD, before further flight, do the applicable corrective action(s) following the instructions of DAHER-SOCATA TB Aircraft Mandatory Service Bulletin SB 10-152, Amendment 1, dated April 2015.

(4) Accomplishment of protection or corrective actions on an airplane as required by paragraph (f)(2) or (f)(3) of this AD, as applicable, does not constitute terminating action for the repetitive inspections as required by paragraph (f)(1) of this AD for that airplane.

(5) Inspections and corrective actions on an airplane done before January 4, 2016 (the effective date of this AD) following the instructions of DAHER-SOCATA TB Aircraft Recommended Service Bulletin SB 10-152, dated May 2013, are acceptable to comply with the requirements of this AD for that airplane. After January 4, 2016 (the effective date of this AD), repetitive inspections and applicable corrective actions, as required by this AD, must be done as required by paragraph (f)(1) of this AD following the instructions of DAHER-SOCATA TB Aircraft Mandatory Service Bulletin SB 10-152, Amendment 1, dated April 2015.

(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: 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.

(h) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) AD No. 2015-0130, dated July 7, 2015; and DAHER-SOCATA TB Aircraft Recommended Service Bulletin SB 10-152, dated May 2013, for related information. The MCAI can be found in the AD docket on the Internet at: <http://www.regulations.gov/#!documentDetail;D=FAA-2015-3642-0001>.

(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) DAHER-SOCATA TB Aircraft Mandatory Service Bulletin SB 10-152, Amendment 1, dated April 2015.

(ii) Reserved.

(3) For SOCATA service information identified in this AD, contact SOCATA NORTH AMERICA, North Perry Airport, 601 NE 10 Street, Pompano Beach, Florida 33060; phone: (954) 366-3331; Internet: <http://www.socatanorthamerica.com/default.htm>.

(4) You may review this referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148. In addition, you can access this service information on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-3642.

(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 November 17, 2015.
Melvin Johnson,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



DATE: November 27, 2015

AD #: 2015-24-51

This Emergency Airworthiness Directive (Emergency AD) 2015-24-51 is being sent to owners and operators of Airbus Helicopters Model EC120B helicopters. This Emergency AD applies only to those helicopters that have an Air Comm Corporation (Air Comm) air conditioning kit installed in accordance with Supplemental Type Certificate No. SR00491DE.

Background

This Emergency AD was prompted by a report that the operator of an Airbus Helicopters Model EC120B heard an abnormal noise during flight that gradually became more pronounced resulting in a precautionary landing. While applying power to land, the helicopter yawed left. Application of the right pedal did not correct the rotation requiring the pilot to perform a hovering auto rotation.

A preliminary investigation showed that the mating splines of the air conditioner system's pulley and the tail rotor output pinion had worn away allowing the pulley to rotate freely on the output pinion. Failure of the drive pulley and tail rotor output pinion during flight may result in the loss of tail rotor drive and subsequent loss of directional control.

After this incident, Air Comm issued Service Bulletin SB-EC120-111815, Revision A, dated November 20, 2015, prompting an inspection of another Model EC120B helicopter that also showed severe wear in the mating splines of the air conditioner system's pulley and the tail rotor output pinion. The wear was not detected until after the tail rotor drive was disassembled to allow the removal of the Air Comm pulley drive. No play was detected between the air conditioner system's pulley and the tail rotor output pinion prior to disassembly and the pilot had not reported any concerns. The root cause of this condition has not been determined and the investigation is on-going.

FAA's Determination

We are issuing this Emergency AD because we evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of this same design.

Related Service Information

We reviewed Air Comm Service Bulletin SB-EC120-111815, Revision A, dated November 20, 2015. Air Comm reports that the air conditioning compressor drive pulley, mounted to the Thomas coupling just aft of the main rotor brake caliper, is an integral piece of the power transmission components for the tail rotor. A field report indicated that the spline joint on the compressor drive pulley can wear beyond its capability to ensure power transmission to the tail rotor shaft. Given that the installation is flight critical, Air Comm specifies an inspection of the pulley-output pinion interface. If excessive play or wear is found, the aircraft must be made inoperable until un-airworthy parts are replaced.

Emergency AD Requirements

This Emergency AD requires, before further flight, and at intervals not to exceed 25 hours time-in-service, partially disassembling the tail rotor drive system to allow for the removal of the air conditioner compressor drive pulley. With the drive system disassembled and the compressor drive pulley in its normal installed position on the tail rotor output pinion shaft, this Emergency AD requires applying clockwise and counter-clockwise, up-and-down, and left-and-right force by hand to the pulley while holding the rotor brake disc stationary. If any movement exists between the pulley and tail rotor output pinion (play), this Emergency AD requires replacing the pulley and tail rotor output pinion before further flight. If no play exists, this Emergency AD requires removing the pulley and visually inspecting the pulley and output pinion splines for wear. If any splines are not straight, contain any inconsistent cross-sections end-to-end, contain any localized material deformation, or any material loss, this Emergency AD requires replacing the pulley and tail rotor output pinion before further flight. Within 10 days after completing the initial inspection, this Emergency AD also requires reporting certain information to the FAA.

Replacing the Air Comm pulley with Airbus output flange, part number C632A2158201, and fully or partially deactivating the air conditioning system (partially deactivating means the evaporator blowers are still operable), constitutes terminating action for this Emergency AD.

Differences Between This Emergency AD and the Service Information

Air Comm specifies recurring inspections after 100 flight hours. If the air conditioning system remains operable (Air Comm drive pulley installed), this Emergency AD requires recurring inspections at intervals not to exceed 25 hours time-in-service. If no play is found between the pulley and the output pinion, Air Comm would allow the parts to be returned to service; whereas this Emergency AD requires that the parts be disassembled and inspected for wear. Air Comm asks in its Inspection Procedure that it be contacted and that information be submitted to the company. This Emergency AD requires the inspection results be reported to the FAA.

Interim Action

We consider this Emergency AD to be an interim action. The inspection report that is required by this Emergency AD will enable us to obtain better insight into the cause of the failure of the drive pulley and the tail rotor output pinion, and help us to develop final action to address this unsafe condition. Once final action has been identified, we might consider further rulemaking.

Costs of Compliance

We estimate that this Emergency AD will affect 2 helicopters of U.S. Registry and that labor costs average \$85 a work-hour. Based on these estimates we expect that performing the fit inspection of the pulley on the tail rotor output pinion will take about 6 work-hours for a cost of \$510 per helicopter and \$1,020 for the U.S. fleet per inspection cycle. Inspecting for wear will take about 0.5 work-hour for a cost of \$43 per helicopter. Replacing an Air Comm pulley and tail rotor output pinion will cost \$21,611 for parts and 10 additional work-hours for a cost of \$22,461 per helicopter. The optional terminating action of deactivating the air conditioning system (fully or partially) will take about 0.5 work-hour for a cost of about \$43 per helicopter. Installing an output flange and tail rotor output pinion will cost \$21,558 for parts and 10 additional work-hours for a cost of \$22,408 per helicopter. Reporting the required inspection information will take about 0.5 work-hour for a cost of about \$43 per helicopter and \$85 for the U.S. fleet.

Paperwork Reduction Act

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to 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 control number for the collection of information required by this Emergency AD is 2120-0056. The paperwork cost associated with this Emergency AD has been detailed in the Costs of Compliance section of this document and includes time for reviewing instructions, as well as completing and reviewing the collection of information. Therefore, all reporting required by this Emergency AD is 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.

Authority for this Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. "Subtitle VII, Aviation Programs," describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in "Subtitle VII, Part A, Subpart III, Section 44701, General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Adoption of the Emergency Airworthiness Directive (AD)

We are issuing this Emergency AD under 49 U.S.C. Sections 106(g), 40113, and 44701 according to the authority delegated to me by the Administrator.
2015-24-51 **Airbus Helicopters:** Directorate Identifier 2015-SW-086-AD.

(a) Applicability

This Emergency AD applies to Airbus Helicopters Model EC120B helicopters with an Air Comm Corporation (Air Comm) air conditioning kit installed in accordance with Supplemental Type Certificate No. SR00491DE.

(b) Unsafe Condition

This Emergency AD defines the unsafe condition as failure of the drive pulley and the tail rotor output pinion, leading to loss of helicopter control.

(c) Effective Date

This Emergency AD is effective upon receipt.

(d) Compliance

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

(e) Required Actions

(1) Before further flight, and at intervals not to exceed 25 hours time-in-service, disassemble the tail rotor drive system to allow for the removal of the air conditioner compressor drive pulley.

(i) With the drive system partially disassembled and the compressor drive pulley in its normal installed position on the tail rotor output pinion shaft, apply clockwise and counter-clockwise, up-and-down, and left-and-right force by hand to the pulley while holding the rotor brake disc stationary. If any movement exists between the pulley and tail rotor output pinion (play), replace the pulley and tail rotor output pinion before further flight.

(ii) If no play exists, remove the pulley and visually inspect the pulley and output pinion splines for wear. If any splines are not straight, contain any inconsistent cross-sections end-to-end, contain any localized material deformation, or any material loss, replace the pulley and tail rotor output pinion before further flight.

Note 1 to paragraph (e)(1)(ii) of this Emergency AD: End-to-end (fore-and-aft) movement witness marks and polishing are acceptable as the coupling is allowed to slip fore and aft on the output pinion per its intended function.

(2) Within 10 days after completing the initial inspection, report the information requested in Appendix 1 to this Emergency AD by mail to the Denver Aircraft Certification Office, FAA, Technical Operations Center, 26805 East 68th Avenue, Room 214, Denver CO 80249, attn. Richard R. Thomas; by fax to (303) 342-1088; or by email to richard.r.thomas@faa.gov.

(3) Replacing the Air Comm pulley with Airbus output flange, part number C632A2158201, and fully or partially deactivating the air conditioning system (partially deactivating means the evaporator blowers are still operable), constitutes terminating action for this Emergency AD.

(f) Special Flight Permits

Special flight permits are prohibited.

(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Denver Aircraft Certification Office, FAA, may approve AMOCs for this Emergency AD. Send your proposal to: Richard R. Thomas, Aerospace Engineer, Denver Aircraft Certification Office, FAA, Technical Operations Center, 26805 East 68th Avenue, Room 214, Denver CO 80249; by fax to (303) 342-1088; or by email to email richard.r.thomas@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 Emergency AD through an AMOC.

h) Additional Information

(1) For further information contact: Richard R. Thomas, Aerospace Engineer, Denver Aircraft Certification Office, FAA, Technical Operations Center, 26805 East 68th Avenue, Room 214, Denver CO 80249; telephone (303) 342-1085; email richard.r.thomas@faa.gov.

(2) For a copy of the Air Comm Corporation service information referenced in this Emergency 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>; or Air Comm Corporation, 1575 West 124th Avenue, Westminster, CO 80234; telephone (303) 440-4075 (during business hours) or (720) 233-8330 (after hours); email service@aircommcorp.com; or at <http://www.aircommcorp.com/contact>. A copy of Supplemental Type Certificate No. SR00491DE, reissued on November 24, 2014, may be found on

the Internet at rgl.faa.gov by searching for and locating it in the Supplemental Type Certificate database.

(i) Subject

Joint Aircraft Service Component (JASC) Code: 6500, Tail Rotor Drive System.

Issued in Fort Worth, Texas, on November 27, 2015.

Lance T. Gant,

Manager, Rotorcraft Directorate,
Aircraft Certification Service.

Appendix 1 to Emergency AD 2015-24-51

Please report the following to the Denver Aircraft Certification Office, FAA, Technical Operations Center, by mail to 26805 East 68th Avenue, Room 214, Denver CO 80249, attn. Richard R. Thomas; by fax to (303) 342-1088; or by email to richard.r.thomas@faa.gov:

- (1) Condition of the splined joint. Document any damage found with photographs.
- (2) Flight hours since the air-conditioning kit was installed.
- (3) Aircraft serial number.
- (4) Pulley serial number (etched on the pulley's face).
- (5) Output Pinion serial number from main gearbox, MAIN MODULE hard card.
- (6) Primary operating location of the aircraft.
- (7) Approximate average percentage of time the air conditioner is used.
- (8) Operator and maintenance facility contact information.
- (9) If parts are replaced, will air conditioning system remain fully or partially operable?