

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

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

BIWEEKLY 2015-15

7/13/2015 - 7/26/2015



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

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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

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

Biweekly 2015-01

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

Biweekly 2015-02

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

Biweekly 2015-03

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

Biweekly 2015-04

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

Biweekly 2015-05

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

Biweekly 2015-06

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

Biweekly 2015-07

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

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

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

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

Biweekly 2015-09

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

Biweekly 2015-10

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

Biweekly 2015-11

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

Biweekly 2015-12

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

Biweekly 2015-13

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

Biweekly 2015-14

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

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



2015-06-02 R1 GA 8 Airvan (Pty) Ltd: Amendment 39-18209; Docket No. FAA-2014-1123; Directorate Identifier 2014-CE-037-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective August 20, 2015.

(b) Affected ADs

This AD revises AD 2015-06-02, Amendment 39-18120 (80 FR 14810; March 20, 2015).

(c) Applicability

This AD applies to GA 8 Airvan (Pty) Ltd GA8-TC320 airplanes, all serial numbers up to and including GA8-TC 320-14-205, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 71: Power Plant.

(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 missing required engine mount fire seal washers, which could reduce the engine retention capability in the event of a fire. We are issuing this AD to revise the applicable airplane serial numbers and to detect and correct the omission of steel washers at each isolator mount location, which, if not corrected, could result in reduced engine retention capability in the event of a fire.

(f) Actions and Compliance

Unless already done, comply with this AD within the compliance times specified in paragraphs (f)(1) through (f)(3) of this AD:

(1) Within the next 300 hours time-in-service after April 24, 2015 (the effective date retained from AD 2015-22-14) or within the next 12 months after April 24, 2015 (the effective date retained from AD 2015-22-14), whichever occurs first, inspect the orientation of the engine isolator mounts to verify that the mounts have been installed properly following the Accomplishment Instructions in GippsAero Mandatory Service Bulletin SB-GA8-2014-115, Issue 1, dated October 6, 2014.

(2) Before reinstalling the engine isolator mounts following the inspection required in paragraph (f)(1) of this AD, before further flight, install a part number J-2218-61 steel washer on the forward side of each of the four engine isolator mounts, following the Accomplishment Instructions in GippsAero Mandatory Service Bulletin SB-GA8-2014-115, Issue 1, dated October 6, 2014.

(3) If during the inspection required in paragraph (f)(1) of this AD, any of the engine isolator mounts are found to not comply with the specifications found in the Accomplishment Instructions of

GippsAero Mandatory Service Bulletin SB-GA8-2014-115, Issue 1, dated October 6, 2014, before further flight, re-install the isolators to the correct orientation, or if damage is found, replace with airworthy parts.

(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: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090; email: doug.rudolph@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 Civil Aviation Safety Authority (CASA) AD No. AD/GA8/8, Amdt 1, dated March 26, 2015. The MCAI can be found in the AD docket on the Internet at: <http://www.regulations.gov/#!documentDetail;D=FAA-2014-1123-0007>.

(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 April 24, 2015 (80 FR 14810, March 20, 2015).

(i) GippsAero Mandatory Service Bulletin SB-GA8-2014-115, Issue 1, dated October 6, 2014.

(ii) Reserved.

(4) For GippsAero service information identified in this AD, contact GA 8 Airvan (Pty) Ltd, c/o GippsAero Pty Ltd, Attn: Technical Services, P.O. Box 881, Morwell Victoria 3840, Australia; telephone: + 61 03 5172 1200; fax: +61 03 5172 1201; email: techpubs@gippsaero.com; Internet: <http://www.gippsaero.com/customer-support/technical-publications.aspx>.

(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. In addition, you can access this service information on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2014-1123.

(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 July 7, 2015.

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



CORRECTION: Federal Register Volume 80, Number 136 (Thursday, July 16, 2015); Pages 42007-42010.

2015-12-04 Honeywell International Inc.: Amendment 39-18177454851; Docket No. FAA-2006-23706; Directorate Identifier 2006-NE-03-AD.

(a) Effective Date

This AD is effective July 22, 2015.

(b) Affected ADs

This AD replaces AD 2006-15-08, Amendment 39-14688 (71 FR 41121, July 20, 2006).

(c) Applicability

This AD applies to all 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 turboprop engines with Honeywell part numbers (P/Ns) for Woodward fuel control unit (FCU) assemblies listed in Table 1 to paragraph (c) of this AD, installed.

Table 1 to Paragraph (c)–Affected FCU Assembly P/Ns

Group No.	Engine	FCU assembly P/Ns
1	TPE331-1, -2, and -2UA	P/N 869199-13, -20, -21, -22, -23, -24, -25, -26, -27, -28, -29, -31, -32, -33, -34, and -35.
2 *	TPE331-1, -2, and -2UA	P/N 869199-9, -10, -11, -12, -14, -16, -17, and -18.
3	TPE331-3U, -3UW, -5, -5A, -5AB, -5B, -6, -6A, -10AV, -10GP, -10GT, -10P, and -10T	P/N 893561-7, -8, -9, -10, -11, -14, -15, -16, -20, -26, -27, and -29; or P/N 897770-1, -3, -7, -9, -10, -11, -12, -14, -15, -16, -25, -26, and -28.
4 *	TPE331-3U, -3UW, -5, -5B, -6, -6A, and -10T	P/N 893561-4, -5, -12, and -13 or P/N 897770-5, -8, and -13.
5	TPE331-10, -10R, -10U, -10UA, -10UF, -10UG, -10UGR, -10UR, -11U, -12JR, -12UA, -12UAR, and -12UHR	P/N 897375-2, -3, -4, -5, -8, -9, -10, -11, -12, -13, -14, -15, -16, -17, -19, -21, -24, -25, -26, and -27; or P/N 897780-1, -2, -3, -4, -5, -6, -7, -8, -9, -10, -11, -14, -15, -16, -17, -18, -19, -20, -21, -22, -23, -24, -25, -26, -27, -30, -32, -34, -36, -37, and -38; or P/N 893561-17, -18, and -19.

* New/added FCU assembly P/Ns

(d) Unsafe Condition

We are issuing this AD to prevent failure of the fuel control drive that could result in damage to the engine and airplane.

(e) Compliance

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

(1) Inspection of Engines With FCU Assembly P/Ns in Groups 2 and 4

For FCU assembly P/Ns in Groups 2 and 4 listed in Table 1 to paragraph (c) of this AD:

(i) At the next scheduled inspection of the fuel control drive, or within 500 hours-in-service (HIS) after the effective date of this AD, whichever occurs first, inspect the fuel control drive for wear.

(ii) Thereafter, re-inspect the fuel control drive within every 1,000 HIS since-last-inspection (SLI).

(2) Inspection of Engines With FCU Assembly P/Ns in Groups 1, 3, and 5

For FCU assembly P/Ns in Groups 1, 3, or 5 listed in Table 1 to paragraph (c) of this AD:

(i) If on the effective date of this AD the FCU assembly has 950 or more HIS SLI, inspect the fuel control drive for wear within 50 HIS from the effective date of this AD.

(ii) If on the effective date of this AD the FCU assembly has fewer than 950 HIS SLI, inspect the fuel control drive for wear before reaching 1,000 HIS.

(iii) Thereafter, re-inspect the fuel control drive for wear within every 1,000 HIS SLI.

(3) Airplane Operating Procedures

Within 60 days after the effective date of this AD, insert the information in Figure 1 to paragraph (e) of this AD, into the Emergency Procedures Section of the Airplane Flight Manual (AFM), Pilot Operating Handbook (POH), and the Manufacturer's Operating Manual (MOM).

Figure 1 to Paragraph (e) – Airplane Operating Procedures

NOTE

Procedures in dotted line boxes are immediate action items to be performed by the pilot / flight crew.

RAPID, UNCOMMANDED ACCELERATION DURING
ENGINE START (Propeller ON Start Locks)

- Engine Start – Abort Immediately – Move condition lever to EMERGENCY STOP.

WARNING

Do not attempt to re-start engine. Report to maintenance.

ON GROUND or IN FLIGHT:

RAPID, UNCOMMANDED INCREASE IN RPM, TORQUE,
FUEL FLOW AND/OR TURBINE TEMPERATURE
(Propeller OFF Start Locks)

- Identify Malfunctioning Engine (multi-engine airplane) – Cross check for high torque, RPM, fuel flow, and turbine temperatures.
- Engine shut down - Move condition lever to EMERGENCY STOP.

WARNING

Never retard the power levers aft of flight idle in flight or on the ground.

WARNING

Do not attempt an engine re-start. Report to maintenance.

(f) Optional Terminating Action

Replacing the affected FCU assembly with an FAA-approved FCU assembly P/N not listed in this AD is terminating action for the initial and repetitive inspections required by this AD, and for inserting the information in Figure 1 to paragraph (e) of this AD into the AFM, POH, and MOM.

(g) Definitions

For the purposes of this AD:

- (1) The "fuel control drive" is a series of mating splines located between the fuel pump and fuel control governor.
- (2) The fuel control drive consists of four drive splines: The fuel pump internal spline, the fuel control external "quill shaft" spline, and the stub shaft internal and external splines.

(h) Alternative Methods of Compliance (AMOCs)

The Manager, Los Angeles Aircraft Certification Office, FAA, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request.

(i) Related Information

(1) For more information about this AD, contact Joseph Costa, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712-4137; phone: 562-627-5246; fax: 562-627-5210; email: joseph.costa@faa.gov.

(2) Information pertaining to operating recommendations for affected engines after a fuel control drive failure is contained in Honeywell International Inc., Operating Information Letter (OIL) OI331-12R6, dated May 26, 2009, for multi-engine airplanes; and in OIL OI331-18R4, dated May 26, 2009, for single-engine airplanes. Information on fuel control drive inspection can be found in Section 72-00-00 of the applicable TPE331 maintenance manuals. These Honeywell International Inc., OILs and the TPE331 maintenance manuals, which are not incorporated by reference in this AD, can be obtained from Honeywell International Inc., using the contact information in paragraph (i)(3) of this AD.

(3) For service information identified in this AD, contact Honeywell International Inc., 111 S. 34th Street, Phoenix, AZ 85034-2802; Internet: <https://myaerospace.honeywell.com/wps/portal/!ut>; phone: 800-601-3099.

(4) You may view this service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

(j) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on June 5, 2015.

Ann C. Mollica,
Acting Directorate Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2015-14-02 GE Aviation Czech s.r.o. (Type Certificate previously held by WALTER Engines a.s., Walter a.s., and MOTORLET a.s.): Amendment 39-18200; Docket No. FAA-2015-0482; Directorate Identifier 2015-NE-06-AD.

(a) Effective Date

This AD becomes effective August 18, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to GE Aviation Czech s.r.o. M601E-11, M601E-11A, and M601F turboprop engines with the following serial numbers (S/Ns):

- (1) Model M601E-11: S/Ns 833244, 841289, 852239, 861007, 881217, 884021, 892046, 892219, 894018, 903028, 913038, and 912023.
- (2) Model M601E-11A: S/Ns 902004 and 883046.
- (3) Model M601F: S/Ns 912001 and 924002.

(d) Reason

This AD was prompted by the determination that wear or cracking, and subsequent misalignment of the quill shaft of the engine and the power turbine (PT) shaft, may lead to rupture of the quill shaft, overspeed of the PT, and uncontained engine failure. We are issuing this AD to prevent misalignment and rupture of the quill shaft, which could lead to overspeed of the PT, uncontained engine failure, and damage to the airplane.

(e) Actions and Compliance

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

(1) Within 300 flight hours, or six months after the effective date of this AD, whichever occurs first, inspect the reduction gearbox and supporting cone. Use GE Aviation Czech s.r.o. Alert Service Bulletins (ASBs) No. M601E-11/28, M601E-11A/15, and M601F/26, all Revision 2, all dated January 23, 2015, including Appendix 2, paragraph 4., Inspection, (the issue date is not specified in the appendix), as applicable, to do the inspection.

(2) If any crack is detected on the quill shaft, PT shaft, or the supporting cone, or if the quill shaft or PT shaft involute spline wear exceeds 0.12 mm, then before further flight, replace each cracked or worn part with a part eligible for installation.

(f) Credit for Previous Actions

If you performed the actions required by paragraphs (e)(1) and (e)(2) of this AD before the effective date of this AD using GE Aviation Czech s.r.o. ASBs No. M601E-11/28, M601E-11A/15,

or M601F/26, all Revision 1, all dated December 23, 2014, as applicable, or Initial Issues, all dated June 27, 2014, as applicable, you have met the requirements of this AD.

(g) Alternative Methods of Compliance (AMOCs)

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

(h) Related Information

(1) For more information about this AD, contact Philip Haberlen, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7770; fax: 781-238-7199; email: philip.haberlen@faa.gov.

(2) Refer to MCAI European Aviation Safety Agency AD 2015-0014, dated January 30, 2015, for more information. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2015-0482.

(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) GE Aviation Czech s.r.o. Alert Service Bulletin (ASB) No. M601E-11/28, Revision 2, dated January 23, 2015, including Appendix 2, (the issue date is not specified in the appendix).

(ii) GE Aviation Czech s.r.o. ASB No. M601E-11A/15, Revision 2, dated January 23, 2015, including Appendix 2, (the issue date is not specified in the appendix).

(iii) GE Aviation Czech s.r.o. ASB No. M601F/26, Revision 2, dated January 23, 2015, including Appendix 2, (the issue date is not specified in the appendix).

Note 1 to paragraph (i)(2): GE Aviation Czech s.r.o. ASBs No. M601E-11/28, M601E-11A/15, and M601F/26, all Revision 2, all dated January 23, 2015, including Appendix 2, are co-published as one document with ASBs No. M601D/44, M601D-1/29, M601D-11NZ/18, M601E/59, and M601E-21/26, which are not incorporated by reference.

(3) For GE Aviation Czech s.r.o. service information identified in this AD, contact GE Aviation Czech s.r.o., Beranových 65, 199 02 Praha 9–Letňany, Czech Republic; phone: +420 222 538 111; fax: +420 222 538 222.

(4) You may view this service information at FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

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

Issued in Burlington, Massachusetts, on June 26, 2015.
Ann C. Mollica,
Acting Directorate Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2015-14-04 Kaman Aerospace Corporation: Amendment 39-18202; Docket No. FAA-2014-0758; Directorate Identifier 2013-SW-062-AD.

(a) Applicability

This AD applies to Kaman Aerospace Corporation (Kaman) Model K-1200 helicopters with a main rotor blade (MRB) part number K911001-009, K911001-010, K911001-109, or K911001-110 installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a crack in an MRB, which could lead to failure of the MRB and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective August 17, 2015.

(d) Compliance

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

(e) Required Actions

(1) Before the MRB reaches 3,000 hours time-in-service (TIS) or within 50 hours TIS, whichever occurs later, and thereafter at intervals not exceeding 1,000 hours TIS:

(i) X-Ray inspect each MRB between station (STA) 30 and 289 for a crack, a wood split, a void, and delamination.

(ii) Using a 10X or higher power magnifying glass, inspect each spar plank between STA 33 and STA 78 for a wood split or a crack, and inspect each spar plank to plank glue-line for a void or delamination.

(2) If there is a crack, wood split, void, or delamination within maximum repair damage limits in an MRB, before further flight, repair the MRB. If there is a crack, wood split, void, or delamination exceeding maximum repair damage limits in an MRB, before further flight, replace the MRB with an airworthy MRB.

(3) Each inspection and repair procedure required for compliance with Paragraphs (e)(1) and (e)(2) of this AD must be accomplished by a method approved by the Manager, Boston Aircraft Certification Office (ACO). For a repair method to be approved by the Manager, Boston ACO, as required by this AD, the Manager's approval letter must specifically refer to this AD.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Boston Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Nicholas Faust, Aviation Safety Engineer, Boston Aircraft Certification

Office, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, Massachusetts 01803; telephone (781) 238-7763; email nicholas.faust@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

Kaman Aerospace Corporation Maintenance Manual 04-00-00, Continued Airworthiness, Revision 31, dated August 1, 2013, and Kaman Aerospace Corporation Maintenance Manual 05-20-06, 1,000 Hour Rotor Blade Spar Inspection, Revision 31, dated August 1, 2013, which are not incorporated by reference, contain additional information about the subject of this AD. For service information identified in this AD, contact Kaman Aerospace Corporation, Old Windsor Rd., P.O. Box 2, Bloomfield, Connecticut 06002-0002; telephone (860) 242-4461; fax (860) 243-7047; or at <http://www.kamanaero.com>. 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.

(h) Subject

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

Issued in Fort Worth, Texas, on June 29, 2015.

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



2015-14-10 PILATUS AIRCRAFT LTD.: Amendment 39-18208; Docket No. FAA-2015-1177; Directorate Identifier 2015-CE-009-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective August 20, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the following PILATUS AIRCRAFT LTD. model and serial number airplanes, certificated in any category.

- (1) Model PC-12/47, manufacturer serial numbers (MSNs) 684 through MSN 888; and
- (2) Model PC-12/47E, MSNs 545, and 1001 through 1520.

(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 the aileron trim tab disconnecting above 10,000 feet altitude. We are issuing this AD to prevent undamped airplane vibrations, potentially resulting in structural failure in case of a disconnected aileron trim tab.

(f) Actions and Compliance

Unless already done, do the following actions:

(1) For airplanes equipped with aileron trim tab assembly, part number (P/N) 527.15.12.037 or 527.15.12.038; or aileron assembly, P/N 557.05.12.015, 557.05.12.016, 557.05.12.017, or 557.05.12.018: Within 12 months after August 20, 2015 (the effective date of this AD), replace the aileron tab counter balance weight and re-identify the aileron trim tab assembly following the instructions of PILATUS PC-12 Service Bulletin No: 27-021, dated January 20, 2015.

(2) For airplanes that on August 20, 2015 (the effective date of this AD) has an aileron trim tab assembly, P/N 527.15.12.037 or 527.15.12.038, installed: After modification of that airplane as required by paragraph (f)(1) of this AD, do not install another aileron trim tab assembly with P/N 527.15.12.037 or 527.15.12.038.

(3) For airplanes that on August 20, 2015 (the effective date of this AD) does not have an aileron trim tab assembly, P/N 527.15.12.037 or 527.15.12.038, installed: After August 20, 2015 (the

effective date of this AD), do not install an aileron trim tab assembly with P/N 527.15.12.037 or 527.15.12.038.

(4) For all airplanes: After August 20, 2015 (the effective date of this AD), you are allowed to install on an airplane an aileron assembly, having a P/N 557.05.12.015, 557.05.12.016, 557.05.12.017, or 557.05.12.018, provided that an aileron trim tab assembly, P/N 527.15.12.037 or 527.15.12.038 is not installed on that aileron assembly.

(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: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090; email: doug.rudolph@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.: 2015-0060, dated April 10, 2015, for related information. The MCAI can be found in the AD docket on the Internet at: <http://www.regulations.gov/#!documentDetail;D=FAA-2015-1177-0002>.

(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) PILATUS AIRCRAFT LTD. PILATUS PC-12 Service Bulletin No: 27-021, dated January 20, 2015.

(ii) Reserved.

(3) For PILATUS AIRCRAFT LTD. service information identified in this AD, contact PILATUS AIRCRAFT LTD, Customer Support Manager, CH-6371 STANS, Switzerland; phone: +41 (0)41 619 33 33; fax: +41 (0)41 619 73 11; email: SupportPC12@pilatus-aircraft.com; internet: <http://www.pilatus-aircraft.com>.

(4) You may view this service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148. In addition, you can access this service information on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-1177.

(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 July 7, 2015.
Earl Lawrence,
Manager, Small Airplane Directorate,
Aircraft Certification Service.



2015-15-04 Bell Helicopter Textron, Inc. (Bell): Amendment 39-18213; Docket No. FAA-2015-2906; Directorate Identifier 2014-SW-068-AD.

(a) Applicability

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

- (1) Bell Model 204B, 205A, and 205A-1 helicopters, with a main rotor (M/R) blade grip (grip) part number (P/N) ASI-4011-121-113 installed, if the grip was ever installed on a Model 212 helicopter or if it is unknown whether a grip was ever installed on a Model 212 helicopter; and
- (2) Bell Model 212 helicopters, with a grip P/N ASI-4011-121-113 installed.

(b) Unsafe Condition

This AD defines the unsafe condition as installation of a grip that does not meet type design. This condition could result in grip failure, separation of the M/R blade, and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective August 7, 2015.

(d) Compliance

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

(e) Required Actions

- (1) Within 5 hours time-in-service, remove each grip from service.
- (2) Do not install a grip listed in paragraph (a) of this AD on any helicopter.

(f) Alternative Methods of Compliance (AMOC)

(1) The Manager, Fort Worth Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Scott Franke, Aviation Safety Engineer, Fort Worth Aircraft Certification Office, Rotorcraft Directorate, FAA, 10101 Hillwood Pkwy, Fort Worth, TX 76177; telephone (817) 222-5170; email scott.franke@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

Timken T-700 Service Bulletin, Revision B, dated October 20, 2014, which is not incorporated by reference, contains additional information about the subject of this AD. For Timken service information identified in this AD, contact Timken Alcor Aerospace Technologies, Inc., Aftermarket Customer Service, 3110 N. Oakland, Mesa, AZ 85215; telephone 1-480-606-3130; email timkenaftermarketsales@timken.com; or at <http://www.timken.com/en-us/solutions/aerospace/aftermarket/Pages/default.aspx>. You may review a copy of this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy, Room 6N-321, Fort Worth, TX 76177.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 6620, Main Rotor Blade Grip.

Issued in Fort Worth, Texas, on July 13, 2015.

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