

**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES**

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

**BIWEEKLY 2013-09**

*4/22/2013 - 5/5/2013*



Federal Aviation Administration  
Engineering Procedures Office, AIR-110  
P.O. Box 25082  
Oklahoma City, OK 73125-0460

## CHANGE OF ADDRESS NOTICE

Any change of address regarding the biweekly service must include the mailing label from a recent issue or your name and address printed exactly as they appear on the mailing label (including the computer number above the address).

Please allow one month for an address change.

### MAIL YOUR ADDRESS CHANGE TO:

Superintendent of Documents  
Government Printing Office  
Mail List Branch SSOM  
Washington, DC 20402

Telephone: (202) 512-1806  
Facsimile: (202) 512-2250

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

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

Information Key: E - Emergency; COR - Correction; S - Supersedes

**Biweekly 2013-01**

2012-26-07		Eurocopter France	AS350BA helicopters
2012-26-09		Burkhart GROB Luft-und Raumfahrt GmbH	GROB G 109 and GROB G 109B sailplanes
2012-26-10		Eurocopter France	SA-365N, SA-365N1, AS-365N2, AS 365 N3, EC 155B, EC155B1, SA-366G1, SA-365C, SA-365C1, and SA-365C2 helicopters
2012-26-11		Bell Helicopter Textron Inc	205A, 205A-1, and 205B helicopters
2012-26-12		Thielert Aircraft Engines	TAE 125-02-99 and TAE 125-02-114 reciprocating engines
2012-26-13	S 2011-07-09	Thielert Aircraft Engines GmbH	TAE 125-01, TAE 125-02-99, and TAE 125-02-114 reciprocating engines
2012-26-15		Honeywell International Inc	See AD
2012-27-02		Turbomeca S.A.	ARRIEL 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1 turboshaft engines

**Biweekly 2013-02**

2012-17-08		Bell Helicopter Textron Inc	204B, 205A, 205A-1, 205B, and 212 helicopters
2012-24-09	COR	Lycoming Engines and Continental Motors, Inc.	TIO-540-AK1A, TSIO-360-MB, TSIO-360-SB, and TSIO-360-RB reciprocating engines
2013-01-06		Pilatus Aircraft Ltd	PC-7
2013-02-01		Bell Helicopter Textron Inc	206L, 206L-1, and 206L-3 helicopters, and Model 206L-4 helicopters

**Biweekly 2013-03**

2013-01-04		Bell Helicopter Textron, Inc	412 and 412EP helicopters
2013-01-05		Eurocopter France	AS350B3 and EC130B4 helicopters
2013-01-07		Turbomeca S.A.	Arriel 2D turboshaft engines
2013-02-13		Piper Aircraft, Inc	PA-28-236, PA-28-140, PA-28-150, PA-28-151, PA-28-160, PA-28-161, PA-28-180, PA-28-181, PA-28-201T, PA-28R-201, PA-28-235, PA-28R-201T, PA-28S-160, PA-28S-180, PA-28R-180, PA-28R-200, PA-28RT-201, PA-28RT-201T, PA-32-260, PA-32-301, PA-32-301T, PA-32-300, PA-32R-300, PA-32R-301T, PA-32R-301 (SP), PA-32R-301 (HP), PA-32RT-300, PA-32RT-300T, PA-32S-300, PA-32-301FT, PA-32-301XTC, PA-34-200, PA-34-200T, PA-34-220T, PA-44-180, and PA-44-180T
2013-03-03		MD Helicopters, Inc.	500N, 600N, and MD900 helicopters

**Biweekly 2013-04**

2012-26-16	S 2009-14-13	Pilatus Aircraft Ltd.	PC-12, PC-12/45, PC-12/47, and PC-12/47E
2013-03-01	S 2010-20-18	Pacific Aerospace Limited	FU24-954 and FU24A-954
2013-03-02	S 2012-19-09	Eurocopter France	EC 155B, EC155B1, SA-365N1, AS-365N2 AS 365 N, and AS 365 N3 helicopters
2013-03-04		Sikorsky Aircraft Corporation	269D and Model 269D
2013-03-09		DG Flugzeugbau GmbH	DG-1000T gliders
2013-03-10		Lindstrand Hot Air Balloons Ltd	Appliance: Female ACME threaded hose connectors
2013-03-14		Pratt & Whitney Canada Corp.	PT6C-67C turboshaft engines
2013-03-15		Cessna Aircraft Company	172R and 172S
2013-03-16	S 2011-08-01	Bell Helicopter Textron	204B, 205A, 205A-1, 205B, 210 and 212 helicopters
2013-03-21		Pratt & Whitney Canada Corp.	PW206B, PW206B2, PW206C, PW207C, PW207D, PW207D1, PW207D2, and PW207E turboshaft engines
2013-04-02		Reims Aviation S.A.	F406

**Biweekly 2013-05**

2013-04-06		Eurocopter France	AS332C, AS332L, and AS332L1 helicopters
2013-04-08		Diamond Aircraft Industries GmbH	H-36, HK 36 R, HK 36 TS, and HK 36 TTS
2013-04-09		Costruzioni Aeronautiche Tecnam srl	P2006T
2013-05-01	S 2011-24-08	Turbomeca S.A.	Makila 1A2 turboshaft engines

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

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

Information Key: E - Emergency; COR - Correction; S - Supersedes

**Biweekly 2013-06**

2012-26-06	S 97-10-15	Erickson Air-Crane Incorporated	S-64F helicopters
2013-04-06		Eurocopter France	AS332C, AS332L, and AS332L1 helicopters
2013-05-14		Bell Helicopter Textron, Inc.	412 and 412EP helicopters
2013-05-17		Sikorsky Aircraft Corporation	S-61A, D, E, L, N, NM, R, and V helicopters
2013-05-23		Eurocopter France	AS332C, L, and L1 helicopters
2013-06-02		Diamond Aircraft Industries GmbH	DA 42 M-NG and DA 42 NG

**Biweekly 2013-07**

2004-21-08 R1	R 2004-21-08	Cessna Aircraft Company	190, 195 (L-126A,B,C), 195A, and 195B
2008-07-11 R1		Pilatus Aircraft Ltd.	PC-12, PC-12/45, and PC-12/47
2013-03-10		Lindstrand Hot Air Balloons Ltd	Appliance: female ACME threaded hose connectors
2013-05-15		Robinson Helicopter Company	R44 and R44 II helicopters
2013-05-16		MD Helicopters, Inc.	369D, E, F, and FF helicopters
2013-05-21		Eurocopter France	EC130 B4 helicopters
2013-05-22		Agusta S.p.A.	A109, A109A, A109A II, A109C, A109K2, A109E, A109S, and A119 helicopters
2013-06-04		Reims Aviation S.A.	F406
2013-06-07		Eurocopter France	SA-365N1, AS-365N2, and AS 365 N3 helicopters
2013-06-51		See AD	See Ad

**Biweekly 2013-08**

2013-07-01		Diamond Aircraft Industries GmbH	DA 42, DA 42 M-NG, and DA 42 NG
2013-07-05		Eurocopter France	EC130B4 helicopters
2013-07-06		Eurocopter France	AS332C, AS332L, AS332L1, AS332L2, and EC225LP helicopters
2013-07-12		BRP Powertrain GmbH & Co KG Rotax	912 F2; 912 F3, 912 F4, 912 S2; 912 S3, 912 S4, 914 F2; 914 F3; and 914 F4 engines
2013-08-04		Grob-Werke	G115EG
2013-08-06		Bell Helicopter Textron Canada	430 helicopters
2013-08-07		Eurocopter France	AS332C, L, and L1 helicopters

**Biweekly 2013-09**

2004-21-08 R1		Cessna Aircraft Company	190, 195 (L-126A,B,C), 195A, and 195B
2012-25-01		Eurocopter France	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters
2012-25-04		Eurocopter France	AS350B3 helicopters
2013-03-18		Eurocopter Deutschland GmbH	MBB-BK 117 C-2 helicopters
2013-08-05		Cessna Aircraft Company	525
2013-08-17		Eurocopter France	SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1 helicopters
2013-08-19		Eurocopter France	AS350B, BA, B1, B2, B3, C, D, D1, AS355E, F, F1, F2, and N helicopters
2013-08-21		Diamond Aircraft Industries GmbH	DA 40 NG
2013-08-22		Turbomeca S.A.	1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1 turboshaft engines



---

**CORRECTION:** Federal Register Volume 78, Number 82 (Monday, April 29, 2013); Page 24985.

**2004-21-08 R1 Cessna Aircraft Company:** Amendment 39-17400; Docket No. FAA-2004-18033; Directorate Identifier 2004-CE-16-AD.

**(a) Effective Date**

This AD is effective May 9, 2013.

**(b) Affected ADs**

This AD revises AD 2004-21-08, Amendment 39-13828, (69 FR 62396, October 26, 2004).

**(c) Applicability**

This AD affects Models 190, 195 (L-126A,B,C), 195A, and 195B airplanes, all serial numbers, that are:

- (1) certificated in any category; and
- (2) equipped with at least one part number (P/N) 0322709 or P/N 0322709-1 inboard aileron hinge bracket.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 2710, Aileron Control System.

**(e) Unsafe Condition**

This AD was first prompted by several reports of cracks and corrosion found on the magnesium aileron hinge brackets. Magnesium is known to be susceptible to corrosion. Since issuance of AD 2004-21-08 (69 FR 62396, October 26, 2004), reports of confusion between the casting number on the aileron hinge bracket and the part number called out in the AD have caused us to issue this revision to AD 2004-21-08. We are issuing this AD to correct the unsafe condition on these products.

**(f) Compliance**

Comply with this AD at the times specified following the procedures in Cessna Aircraft Company Single Engine Service Bulletin SEB04-1, Revision 1, dated October 3, 2012, unless already done.

**(g) Credit for Actions Accomplished in Accordance With Previous Service Information**

This paragraph provides credit for the actions required by paragraphs (h), (i), and (j) of this AD, if the actions were performed before the effective date of this AD using Cessna Aircraft Company Single Engine Service Bulletin SEB04-1, dated April 26, 2004. All actions performed after May 9,

2013 (the effective date of this AD) will be required following Cessna Aircraft Company Single Engine Service Bulletin SEB04-1, Revision 1, dated October 3, 2012.

**(h) Inspect Each P/N 0322709 and P/N 0322709-1 Inboard Aileron Hinge Bracket or Any Other Bracket Made From Magnesium for Cracks or Corrosion**

Within the next 100 hours time-in-service (TIS) after November 30, 2004 (the effective date retained from AD 2004-21-08, Amendment 39-13828 (69 FR 62396, October 26, 2004)), and repetitively thereafter at intervals not to exceed 100 hours TIS until each bracket is replaced with aluminum, inspect each P/N 0322709 and P/N 0322709-1 inboard aileron hinge bracket or any other bracket made from magnesium for cracks or corrosion.

**(i) Replace Any Cracked or Corroded Inboard Aileron Hinge Bracket**

Before further flight after any inspection where any cracked or corroded bracket is found, replace any cracked or corroded inboard aileron hinge.

(1) If replacement is with an FAA-approved bracket made from magnesium, do the 100-hour TIS interval repetitive inspections as required in paragraph (h) of this AD.

(2) If replacement is with an FAA-approved bracket that is made from aluminum, then no further inspections are necessary. These can be Cessna parts or non-Cessna parts.

**(j) Terminating Action for the Repetitive Inspections**

(1) As terminating action for the repetitive inspections, you may replace all inboard aileron hinge brackets with FAA-approved brackets that are made from aluminum (as specified in paragraph (i)(2) of this AD) regardless if any corrosion or crack is found.

(2) You may do this replacement at any time, but you must replace any corroded or cracked bracket before further flight after the applicable inspection where any corrosion or crack is found.

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

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

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

(3) All AMOCs approved for AD 2004-21-08 (69 FR 62396, October 26, 2004) are approved for this AD.

**(l) Related Information**

For more information about this AD, contact Gary Park, Aerospace Engineer, Wichita ACO, FAA, 1801 Airport Road, Wichita, KS 67209; phone: (316) 946-4123; fax: (316) 946-4107; email: gary.park@faa.gov.

**(m) 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) Cessna Aircraft Company Single Engine Service Bulletin SEB04-1, Revision 1, dated October 3, 2012.

(ii) Reserved.

(3) For Cessna Aircraft Company service information identified in this AD, contact Cessna Aircraft Company, Customer service, P.O. Box 7706, Wichita, KS 67277; telephone: (316) 517-5800; fax: (316) 517-7271; email: [customercare@cessna.textron.com](mailto:customercare@cessna.textron.com); Internet: <http://www.cessnasupport.com>.

(4) You may view this service information at FAA, Small Airplane Directorate, 901 Locust, Kansas City, MO 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 March 14, 2013.

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



---

**2012-25-01 Eurocopter France:** Amendment 39-17282; Docket No. FAA-2012-0631; Directorate Identifier 2011-SW-021-AD.

**(a) Applicability**

This AD applies to Eurocopter France Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters with an Aerazur emergency flotation gear attachment bracket, part number 158172, 158173, 158288, or 158289, installed, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as a crack in an attachment bracket of the emergency flotation gear. This condition could result in failure of the emergency flotation system and loss of float stability in the event of a water landing.

**(c) Effective Date**

This AD becomes effective June 5, 2013.

**(d) Compliance**

You are responsible for performing each action required by this AD within the specified compliance time unless accomplished previously.

**(e) Required Actions**

Within 110 hours time-in-service or 3 months, whichever occurs first, and thereafter at intervals not to exceed 13 months:

(1) Using a 5X or higher power magnifying glass, visually inspect the front emergency flotation gear attachment bracket, section B-B, item (e) in Areas F, G, and H of Figure 1 of Eurocopter Alert Service Bulletin No. AS350-05.00.63 or No. AS355-05.00.58, both Revision 1, and both dated April 18, 2011, as applicable to your model helicopter (ASB); and the rear emergency flotation gear attachment bracket, section A-A, item (a) in Areas D and E of Figure 1 of the ASB, for a crack.

(2) If there is a crack, replace the cracked emergency flotation gear attachment bracket with an airworthy emergency flotation gear attachment bracket prior to reinstallation of the emergency flotation equipment.

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

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

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector,

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

**(g) Additional Information**

The subject of this AD is addressed in European Aviation Safety Agency AD No. 2011-0072, dated April 20, 2011.

**(h) Subject**

Joint Aircraft Service Component (JASC) Code: 2560, Emergency Equipment.

**(i) Material Incorporated by Reference**

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

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

(i) Eurocopter Alert Service Bulletin (ASB) No. AS350-05.00.63, Revision 1, dated April 18, 2011.

(ii) Eurocopter ASB No. AS355-05.00.58, Revision 1, dated April 18, 2011.

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

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

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

Issued in Fort Worth, Texas, on April 12, 2013.

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



---

**2012-25-04 Eurocopter France:** Amendment 39-17285; Docket No. FAA-2012-1297; Directorate Identifier 2012-SW-100-AD.

**(a) Applicability**

This AD applies to Eurocopter France (Eurocopter) Model AS350B3 helicopters with Modification (MOD) 07 5601 installed, certificated in any category.

Note 1 to paragraph (a): MOD 07 5601 is an integral part of a specific Model AS350B3 configuration, commercially identified as "AS350B3e" and is not fitted on Model AS350B3 helicopters of other configurations.

**(b) Unsafe Condition**

This AD defines the unsafe condition as severe vibrations due to failure of laminated half-bearings (bearings). This condition could result in failure of the tail rotor and subsequent loss of control of the helicopter.

**(c) Affected ADs**

This AD supersedes Emergency AD No. 2012-21-51, Directorate Identifier 2012-SW-095-AD, dated October 17, 2012.

**(d) Effective Date**

This AD becomes effective May 9, 2013.

**(e) Compliance**

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

**(f) Required Actions**

(1) Before further flight:

(i) Install a velocity never exceed (VNE) placard that reads as follows on the instrument panel in full view of the pilot and co-pilot with 6-millimeter red letters on a white background:

VNE LIMITED TO 100 KTS IAS.

(ii) Replace the IAS limit versus the flight altitude placard located inside the cabin on the center post with the placard as depicted in Table 1 to paragraph (f) of this AD:

**Table 1 to Paragraph (f)**

<b>VNE POWER ON</b>	
<b>Hp (ft)</b>	<b>IAS (kts)</b>
0	100
2000	97
4000	94
6000	91
8000	88
10000	85
12000	82
14000	79
16000	76
18000	73
20000	70
22000	67
Valid for VNE POWER OFF	

(2) Before further flight, revise the Rotorcraft Flight Manual (RFM) by inserting a copy of this AD into the RFM or by making pen and ink changes as follows:

(i) Revise paragraph 2.3 of the RFM by inserting the following:  
VNE limited to 100 kts IAS.

(ii) Revise paragraph 2.6 of the RFM by inserting Table 2 to Paragraph (f) of this AD.

**Table 2 to Paragraph (f)**

<b>VNE POWER ON</b>	
<b>Hp (ft)</b>	<b>IAS (kts)</b>
0	100
2000	97
4000	94
6000	91
8000	88
10000	85
12000	82
14000	79
16000	76
18000	73
20000	70
22000	67
Valid for VNE POWER OFF	

(iii) Add the following as paragraph 3.3.3 to the RFM:

### 3.3.3 IN-FLIGHT VIBRATIONS FELT IN THE PEDALS

Symptom:

#### IN-FLIGHT VIBRATIONS FELT IN THE PEDALS

1. CHECK PEDAL EFFECTIVENESS
2. SMOOTHLY REDUCE THE SPEED TO VY
3. AVOID SIDESLIP AS MUCH AS POSSIBLE

#### LAND AS SOON AS POSSIBLE

(3) Before further flight, and thereafter after each flight, without exceeding 3 hours time-in-service between two checks, visually check each bearing as follows:

- (i) Position both tail rotor blades horizontally.
- (ii) Apply load (F) by hand, perpendicular to the pressure face of one tail rotor blade (a), as shown in Figure 1 to paragraph (f) of this AD, taking care not to reach the extreme position against the tail rotor hub. The load will deflect the tail rotor blade towards the tail boom.
- (iii) While maintaining the load, check all the visible faces of the bearings (front and side faces) in area B of DETAIL A of Figure 1 to paragraph (f) of this AD for separation between the elastomer and metal parts, a crack in the elastomer, or an extrusion (see example in Figure 2 to paragraph (f) of this AD). A flashlight may be used to enhance the check.

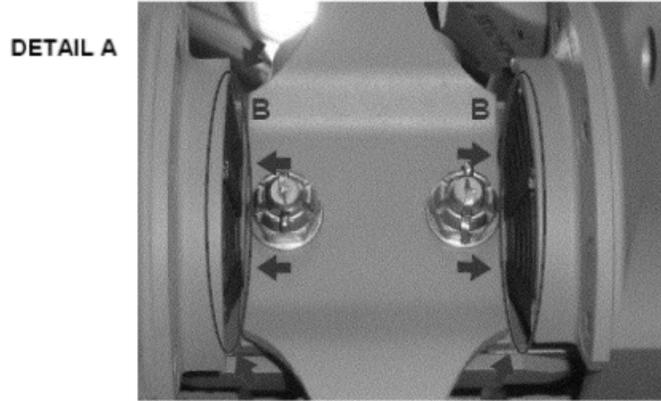
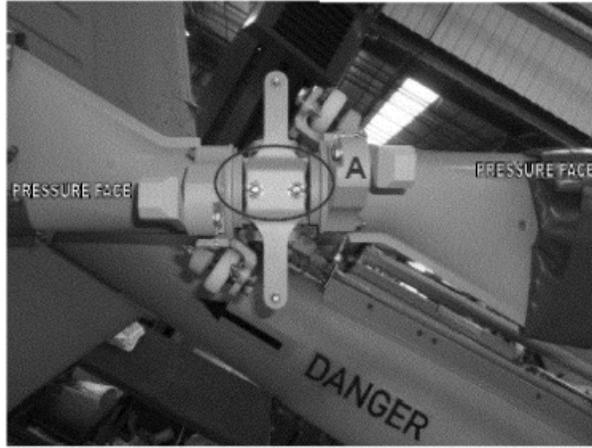


Figure 1 to paragraph (f)

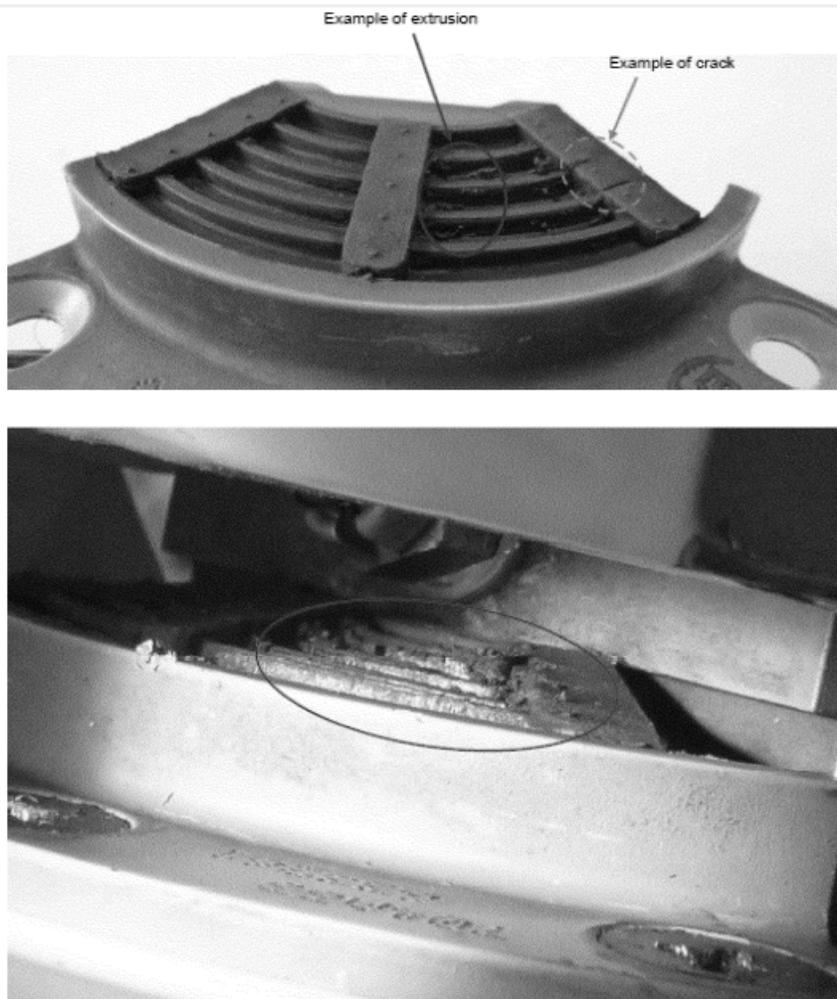


Figure 2 to paragraph (f)

- (iv) Repeat paragraphs (f)(3)(i) through (f)(3)(iii) on the other tail rotor blade.
- (v) Apply load (G) by hand perpendicular to the suction face of one tail rotor blade as shown in Figure 3 to paragraph (f) of this AD. The load will deflect the tail rotor blade away from the tail boom.

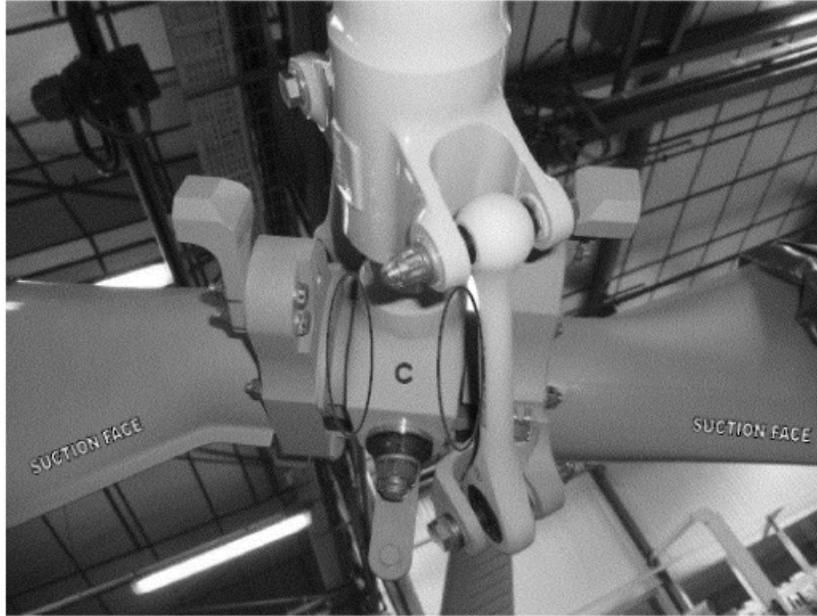
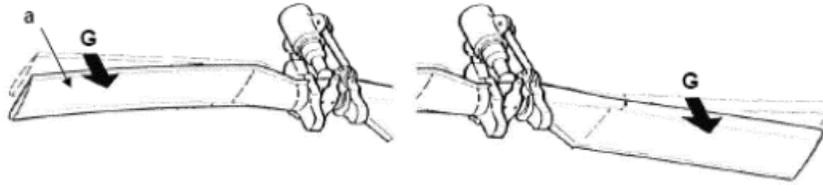


Figure 3 to paragraph (f)

(vi) While maintaining the load, check visible faces of Area C as shown in Figure 3 to paragraph (f) of this AD for any extrusion. A flashlight may be used to enhance the check.

(vii) Repeat paragraphs (f)(3)(v) and (f)(3)(vi) on the other tail rotor blade.

(4) The actions required by paragraphs (f)(3)(i) through (f)(3)(vii) of this AD may be performed by the owner/operator (pilot) holding at least a private pilot certificate, and must be entered into the aircraft records showing compliance with this AD in accordance with 14 CFR 43.9 (a)(1)-(4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.173, 121.380, or 135.439.

(5) If there is an extrusion on any bearing, before further flight, replace the four bearings with airworthy bearings.

(6) If there is a separation or a crack on the pressure side bearing, measure the separation or the crack. If the separation or crack is greater than 5 millimeters (.196 inches) as indicated by dimension "L" in Figure 4 to paragraph (f), before further flight, replace the four bearings with airworthy bearings.

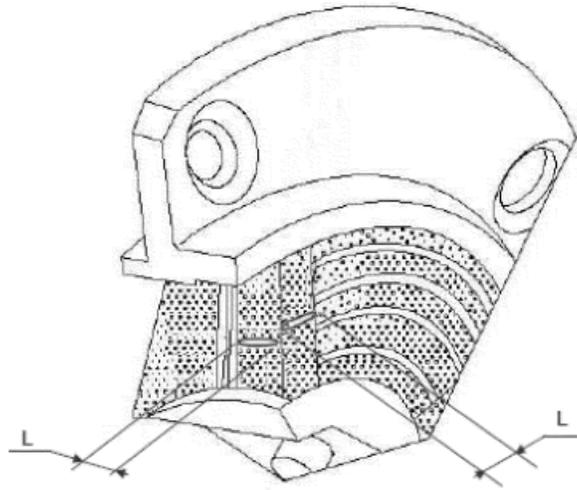


Figure 4 to paragraph (f)

(7) No later than after the last flight of the day, perform a one-time inspection by removing the bearings and inspecting for a separation, a crack, or an extrusion. This inspection is not a daily inspection. If there is a separation, crack, or extrusion, before further flight, replace the four bearings with airworthy bearings.

**(g) Special Flight Permits**

Special flight permits are prohibited by this AD.

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

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

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

(3) AMOCs approved previously in accordance with Emergency Airworthiness Directive No. 2012-21-51, dated October 17, 2012, are approved as AMOCs for the corresponding requirements in paragraph (f)(7) of this AD.

**(i) Additional Information**

(1) Eurocopter Emergency Alert Service Bulletin (EASB) No. 01.00.65, Revision 2, dated November 2, 2012, which is not incorporated by reference, contains additional information about the subject of this AD. For service information identified in this AD, contact American Eurocopter Corporation, 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at <http://www.eurocopter.com/techpub>. You may review a copy of the service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth Texas 76137.

(2) The subject of this AD is addressed in European Aviation Safety Agency Emergency AD No. 2012-0217-E, dated October 19, 2012.

**(j) Subject**

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

Issued in Fort Worth, Texas, on April 11, 2013.  
Lance T. Gant,  
Acting Directorate Manager, Rotorcraft Directorate,  
Aircraft Certification Service.



---

**2013-03-18 Eurocopter Deutschland GmbH (Eurocopter):** Amendment 39-17352; Docket No. FAA-2012-0773; Directorate Identifier 2009-SW-71-AD.

**(a) Applicability**

This AD applies to Model MBB-BK 117 C-2 helicopters, with long tail rotor drive shaft assembly part number B651M1002101 or B651M1002102 installed, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as the installation of blind rivets instead of solid rivets in the long tail rotor drive shaft. This condition could result in failure of the long tail rotor drive shaft and subsequent loss of control of the helicopter.

**(c) Effective Date**

This AD becomes effective June 5, 2013.

**(d) Compliance**

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

**(e) Required Actions**

Within 100 hours time-in-service, inspect the long tail rotor drive shaft assembly for blind rivets as indicated in sections A-A and B-B of Figure 1 of Eurocopter Alert Service Bulletin No. MBB BK117 C-2-65A-003, dated May 4, 2009 (ASB).

(1) If there are no blind rivets installed on the shaft assembly, no further action is required by this AD.

(2) If there is one or more blind rivets installed on the shaft assembly in the areas depicted in Figure 1 of the ASB, before further flight, replace the shaft assembly of the long tail rotor drive shaft with an airworthy shaft assembly that does not have blind rivets installed.

(3) After the effective date of this AD, do not install a tail rotor drive shaft assembly that has blind rivets installed.

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

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

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector,

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

**(g) Additional Information**

The subject of this AD is addressed in European Aviation Safety Agency AD No. 2009-0119, dated June 4, 2009.

**(h) Subject**

Joint Aircraft System/Component (JASC) Code: 6510, Tail Rotor Drive Shaft.

**(i) Material Incorporated by Reference**

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

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

(i) Eurocopter Alert Service Bulletin No. MBB BK117 C-2-65A-003, dated May 4, 2009.

(ii) Reserved.

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

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

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

Issued in Fort Worth, Texas, on April 12, 2013.

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



---

**2013-08-05 Cessna Aircraft Company:** Amendment 39-17422; Docket No. FAA-2012-0880; Directorate Identifier 2012-CE-004-AD.

**(a) Effective Date**

This AD is effective May 30, 2013.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Cessna Aircraft Company Model 525 airplanes, serial number (S/N) 525-0001 through 525-0558 and 525-0600 through 525-0701, that

- (1) are equipped with part number (P/N) 1134104-1 or 1134104-5 air conditioning (A/C) compressor motor; and
- (2) are certificated in any category.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 21, Air Conditioning.

**(e) Unsafe Condition**

This AD was prompted by reports of smoke and/or fire in the tailcone caused by brushes wearing beyond their limits on the A/C motor. We are issuing this AD to require replacement of the brushes on certain P/N A/C compressor motors or deactivation of the A/C system until replacement of the brushes. This AD also requires reporting of airplane information related to the replacement of the brushes.

**(f) Compliance**

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

**(g) Inspections**

Within the next 30 days after May 30, 2013 (the effective date of this AD) or within the next 10 hours time-in-service (TIS) after May 30, 2013 (the effective date of this AD), whichever occurs first, do the following:

- (1) Inspect the number of hours on the A/C compressor hour meter; and
- (2) Check the airplane logbook for any entry for replacing the A/C compressor motor brushes with new brushes or replacing the compressor motor or compressor condenser module assembly (pallet) with a motor or assembly that has new brushes.

(i) If the logbook contains an entry for replacement of parts as specified in paragraph (g)(2) of this AD, determine the number of hours on the A/C compressor motor brushes by comparing the number of hours on the compressor motor since replacement and use this number in paragraph (h) of this AD; or

(ii) If through the logbook check you cannot positively determine the number of hours on the A/C compressor motor brushes as specified in paragraph (g)(2)(i) of this AD, you must use the number of hours on the A/C compressor hour meter to comply with the requirements of this AD and use this number in paragraph (h) of this AD or presume the brushes have over 500 hours TIS.

### **(h) Replacement**

At whichever of the compliance times in paragraph (h)(1) of this AD or paragraph (h)(2) of this AD occurs later, using the hour reading on the A/C compressor hour meter determined in paragraph (g) of this AD, replace the A/C compressor motor brushes with new brushes. Record the hours on the A/C compressor hour meter in the maintenance records at the time of replacement and repetitively thereafter replace the A/C compressor motor brushes no later than every 500 hours TIS on the A/C compressor motor. Do the replacement following Page 1, of Subject 4-11-00, dated April 23, 2012, of Cessna Aircraft Company Model 525 Maintenance Manual, Revision 23, dated July 1, 2012.

(1) Before or when the A/C compressor motor brushes reach a total of 500 hours TIS; or

(2) Before further flight after the inspection required in paragraph (g)(2)(ii) of this AD if the A/C compressor motor brush hours cannot be positively determined.

### **(i) Deactivation**

In lieu of replacing the A/C compressor motor brushes, before or when the A/C compressor motor brushes reach a total of 500 hours TIS, you may deactivate the A/C. Remove the fuse limiter that supplies power to the A/C compressor motor, fabricate and install a placard that states: "A/C DISABLED." Install the placard by the A/C selection switch prohibiting use of the vapor cycle air conditioner and document deactivation of the system in the airplane logbook referring to this AD as the reason for deactivation.

Note 1 to paragraph (i) of this AD: While the system is deactivated, we recommend airplane operators remain aware of the operating temperature limitations found in the Cessna March 2013 temporary revision to the airplane flight manual.

(1) Do the steps in paragraphs (i)(1)(i) through (i)(1)(viii) of this AD to remove the compressor fuse limiter.

(i) Open aft baggage compartment.

(ii) Remove aft baggage compartment dividers.

(iii) Disconnect the main battery connector from the battery.

(iv) Tag the battery and external power receptacle with a warning tag that reads: "WARNING: Do not connect the battery connector or external power cart during the maintenance in progress."

(v) Remove wing nuts that attach the cover to the aft power J-Box.

(vi) Remove the aft power J-Box cover.

(vii) Remove nuts securing compressor fuse limiter (Reference Designator HZ028, P/N ANL100) to bus bar. Retain nuts.

(viii) Remove the compressor motor fuse limiter from the terminals and retain for future reinstallation once compressor motor brushes have been replaced.

(2) A properly certified mechanic must fabricate and install the placard as specified in paragraphs (i)(2)(i) and (i)(2)(ii) of this AD:

(i) Use 1/8-inch black lettering on a white background; and

(ii) Install the placard on the instrument panel in close proximity to the A/C selection switch.

(3) Do the steps in paragraphs (i)(3)(i) through (i)(3)(v) of this AD to return the airplane to service with the compressor motor fuse limiter removed.

- (i) Install fuse limiter nuts on the terminals and torque to 100 inch-pounds +5 or -5 inch-pounds.
- (ii) Install the aft power J-Box cover with the wing nuts.
- (iii) Remove the warning tag on the battery and external power receptacle.
- (iv) Connect battery connector to battery.
- (v) Install aft baggage compartment dividers.

(4) If you choose to deactivate the system and then later choose to return the A/C system to service: Before returning the A/C system to service and removing the placard, you must apply the inspection and replacement requirements of the brushes as specified in paragraph (g) and (h) of this AD.

#### **(j) Return of Replaced Parts and Reporting Requirement**

For the first two A/C compressor motor brush replacement cycles, within 30 days after the replacement or within 30 days after the effective date of this AD, whichever occurs later, send the brushes that were removed to Cessna Aircraft Company, Cessna Service Parts and Programs, 7121 Southwest Boulevard, Wichita, KS 67215. Provide the information in paragraphs (j)(1) through (j)(6) of this AD with the brushes:

- (1) The Model and S/N of the airplane;
- (2) P/N of motor;
- (3) P/N of the brushes, if known;
- (4) The elapsed amount of motor hours since the last brush/motor replacement, if known;
- (5) If motor hours are unknown, report the elapsed airplane flight hours since the last brush/motor replacement and indicate that motor hours are unknown; and
- (6) Number of motor hours currently displayed on the pallet hour meter.

#### **(k) Special Flight Permit**

Special flight permits are permitted with the following limitation: Operation of the A/C system is prohibited.

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

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

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

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

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

**(n) Related Information**

For more information about this AD, contact Christine Abraham, Aerospace Engineer, Wichita ACO, FAA, 1801 Airport Road, Room 100, Wichita, Kansas 67209; phone: (316) 946-4165; fax: (316) 946-4107; email: christine.abraham@faa.gov.

**(o) Material Incorporated by Reference**

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

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

(i) Page 1, of Subject 4-11-00, dated April 23, 2012, of Cessna Aircraft Company Model 525 Maintenance Manual, Revision 23, dated July 1, 2012.

(ii) Reserved.

(3) For Cessna Aircraft Company service information identified in this AD, contact Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas 67277; telephone: (316) 517-5800; fax: (316) 942-9006; email: customercare@cessna.textron.com; Internet: www.cessna.com.

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

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

Issued in Kansas City, Missouri, on April 8, 2013.

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



**2013-08-17 Eurocopter France:** Amendment 39-17434; Docket No. FAA-2010-1303; Directorate Identifier 2010-SW-049-AD.

**(a) Applicability**

This AD applies to Eurocopter France (Eurocopter) Model SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1 helicopters, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as a crack in the 9-degree frame, which could result in loss of structural integrity and subsequent loss of control of the helicopter.

**(c) Effective Date**

This AD becomes effective June 5, 2013.

**(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) On or before the affected model helicopters reach the hours time-in-service (TIS) listed in Table 1 to Paragraph (e)(1) of this AD or within 10 hours TIS, whichever occurs later, and thereafter at intervals not to exceed 110 hours TIS, using a 10X or higher magnifying glass, inspect the inner angles and flanges of the 9-degree fuselage frame on the right-hand and left-hand sides for a crack in the area depicted in Figure 1 and Figure 2 of Eurocopter Emergency Alert Service Bulletin (EASB) No. 05.00.57, Revision 1, dated March 31, 2010, or Eurocopter EASB No. 05.39, Revision 1, dated March 31, 2010, as applicable to your model helicopter.

**Table 1 to Paragraph (e)(1)**

<b>Helicopter model</b>	<b>Hours TIS</b>
SA-365N	8,990
SA-365N1	9,990
AS-365N2	3,190
AS 365 N3	2,090
SA-366G1	9,990

(2) If there is a crack, before further flight, repair the frame. Repairing a frame does not constitute terminating action for the repetitive inspection requirements of this AD.

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

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

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

**(g) Additional Information**

The subject of this AD is addressed in European Aviation Safety Agency Emergency AD No. 2010-0064-E, dated April 1, 2010.

**(h) Subject**

Joint Aircraft Service Component (JASC) Code: 5311, Fuselage Main, Frame.

**(i) Material Incorporated by Reference**

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

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

(i) Eurocopter Emergency Alert Service Bulletin No. 05.00.57, Revision 1, dated March 31, 2010.

(ii) Eurocopter Emergency Alert Service Bulletin No. 05.39, Revision 1, dated March 31, 2010.

Note 1 to paragraph (i)(2): Eurocopter Emergency Alert Service Bulletin (EASB) Nos. 05.00.57 and 05.39, both Revision 1, and both dated March 31, 2010, are co-published as one document along with Eurocopter EASB No. 05.00.25, Revision 1, dated March 31, 2010, which is not incorporated by reference in this AD.

(3) For Eurocopter service information identified in this AD, contact American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005; telephone (800) 232-0323; fax (972) 641-3710; or at <http://www.eurocopter.com>.

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

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

Issued in Fort Worth, Texas, on April 12, 2013.

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



---

**2013-08-19 Eurocopter France Helicopters:** Amendment 39-17437; Docket No. FAA-2009-0951; Directorate Identifier 2007-SW-52-AD.

**(a) Applicability**

This AD applies to Eurocopter France (Eurocopter) Model AS350B, BA, B1, B2, B3, C, D, D1, AS355E, F, F1, F2, and N helicopters, with sliding door pre-modification (MOD) 073298 or pre-MOD 073308, installed, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as a crack in the rear roller support shaft (shaft) or the rear fitting (fitting) of the sliding door. This condition could result in loss of the sliding door, which could come into contact with the rotor system, leading to damage to the helicopter and loss of helicopter control.

**(c) Effective Date**

This AD becomes effective June 5, 2013.

**(d) Compliance**

You are responsible for performing each action required by this AD within the specified compliance time unless accomplished previously.

**(e) Required Actions**

(1) For a sliding door with less than 90 hours time-in-service (TIS), on or before accumulating a total of 110 hours TIS, conduct the visual and dye penetrant inspections of the shaft and the fitting of the sliding door for a crack by reference to Figure 1 and by following the Operational Procedure, paragraph 2.B.1 and 2.B.2, of Eurocopter Alert Service Bulletin (ASB) No. 05.00.47 dated July 19, 2006, for the Model AS350 helicopters (ASB 05.00.47) or ASB No. 05.00.45 dated July 19, 2006, for the Model AS355 helicopters (ASB 05.00.45), except you are not required to contact the manufacturer.

(i) If no crack is found in the shaft or fitting, reinstall the shaft on the fitting, fit the spring pins, and plug the pin holes by following the Operational Procedure, paragraph 2.B.2. of ASB 05.00.47 or 05.00.45, whichever is appropriate for your model helicopter.

(ii) If you find a crack in the fitting, replace the fitting with an airworthy fitting before further flight.

(iii) If you find a crack in the shaft, replace the shaft with an airworthy shaft before further flight by reference to Figure 1 and by following paragraph 2.B.3. of ASB 05.00.47 or 05.00.45, whichever is appropriate for your model helicopter.

(2) For a sliding door with 90 or more hours TIS, within the next 20 hours TIS, and thereafter at intervals not to exceed 110 hours TIS, conduct the visual and dye penetrant inspections of the shaft and the fitting of the sliding door for a crack by reference to Figure 1 and by following the

Operational Procedure, paragraph 2.B.1 and 2.B.2, of ASB 05.00.47 or ASB 05.00.45, whichever is appropriate for your model helicopter, except you are not required to contact the manufacturer.

(i) If no crack is found in the shaft and fitting, reinstall the shaft or fitting, fit the spring pins, and plug the pin holes by following the Operational Procedure, paragraph 2.B.2. of ASB 05.00.47 or 05.00.45, whichever is appropriate for your model helicopter.

(ii) If you find a crack in the fitting, replace the fitting with an airworthy fitting before further flight.

(iii) If you find a crack in the shaft, replace the shaft with an airworthy shaft before further flight by reference to Figure 1 and by following paragraph 2.B.3. of ASB 05.00.47 or 05.45, whichever is appropriate for your model helicopter.

(3) After the effective date of this AD, do not install any of the following parts on any helicopter:

(i) Left-hand sliding door, part number (P/N) 350A25-0030-00XX, 350A25-0120-00XX, and 350AMR-0227-0052;

(ii) Right-hand sliding door, P/N 350A25-0030-01XX, 350A25-0120-01XX, 350A25-0120-03XX, and 350AMR-0227-0051;

(iii) Rail roller pin, P/N 350A25-1275-20; and

(iv) Cast roller support fittings, P/N 350A25-1270-20 and P/N 350A25-1270-22.

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

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

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

#### **(g) Additional Information**

The subject of this AD is addressed in European Aviation Safety Agency AD No. 2007-0236, dated August 31, 2007.

#### **(h) Subject**

Joint Aircraft Service Component (JASC) Code: 5344, Fuselage Door Hinges.

#### **(i) Material Incorporated by Reference**

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

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

(i) Eurocopter France Alert Service Bulletin No. 05.00.47, Revision 0, dated July 19, 2006.

(ii) Eurocopter France Alert Service Bulletin No. 05.00.45, Revision 0, dated July 19, 2006.

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

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

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

Issued in Fort Worth, Texas, on April 12, 2013.  
Lance T. Gant,  
Acting Directorate Manager, Rotorcraft Directorate,  
Aircraft Certification Service.



**2013-08-21 Diamond Aircraft Industries:** Amendment 39-17439; Docket No. FAA-2013-0348; Directorate Identifier 2013-CE-005-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective May 21, 2013.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to the following Diamond Aircraft Industries GmbH airplanes, certificated in any category:

- (1) Model DA 40 NG airplanes serial numbers 40.N001 through 40.N084; and
- (2) Model DA 40 NG airplanes, all serial numbers, that have been converted from the Model DA 40 D.

**(d) Subject**

Air Transport Association of America (ATA) Code 81: Turbocharging.

**(e) Reason**

This AD was prompted by mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and correct an unsafe condition on an aviation product. We are issuing this AD to detect and correct chafing between the charge air tubing and the engine firewall that may cause a hole in the charge air tubing and could result in loss of charged air pressure with consequent loss of engine power and loss of control.

**(f) Actions and Compliance**

Unless already done, do the actions specified in paragraphs (f)(1) through (f)(6).

(1) Initially within the next 50 hours time-in-service (TIS) after May 21, 2013 (the effective date of this AD) or within the next 60 days after May 21, 2013 (the effective date of this AD), whichever occurs first, and repetitively thereafter at intervals not to exceed 50 hours TIS inspect, the charged air tubing from the turbocharger to the intercooler for chafing marks following the Accomplishments/Instructions section of Diamond Aircraft Industries GmbH Mandatory Service Bulletin 40NG-018/1, dated November 26, 2012.

(2) If chafing marks are found on the charged air tubing during any inspection required in paragraph (f)(1) of this AD, before further flight, replace the charged air tubing with an airworthy part or modify the airplane with the improved design parts as specified in paragraph (f)(3) of this AD. Follow the Instructions section of Diamond Aircraft Industries GmbH Work Instruction WI-MSB-40NG-018, Revision 1, dated November 26, 2012, as specified in the Accomplishments/Instructions

section of Diamond Aircraft Industries GmbH Mandatory Service Bulletin 40NG-018/1, dated November 26, 2012. If you choose to replace with an airworthy part instead of modifying the airplane as specified in paragraph (f)(3) of this AD, you must continue the repetitive inspections required in paragraph (f)(1) of this AD until the modification required in paragraph (f)(3) of this AD.

(3) Within the next 200 hours TIS after May 21, 2013 (the effective date of this AD) or within the next 12 months after May 21, 2013 (the effective date of this AD), whichever occurs first, unless already done as the corrective action specified in paragraph (f)(2) of this AD, modify the airplane with the improved design parts. Follow the Instructions sections Diamond Aircraft Industries GmbH Work Instruction WI-MSB-40NG-018, Revision 1, dated November 26, 2012, as specified in the Accomplishments/Instructions section Diamond Aircraft Industries GmbH Mandatory Service Bulletin 40NG-018/1, dated November 26, 2012.

(4) Modification of the airplane with improved design parts as specified in paragraph (f)(3) of this AD terminates the repetitive inspection requirements in paragraph (f)(1) of this AD.

(5) After the modification specified in paragraph (f)(3) of this AD, do not install charge air elbow hose part number (P/N) SNS5X-O-60-72-90 °, charge air tube P/N D44-8126-00-05, or charge air hose P/N D44-8122-00-10 on any airplane.

(6) After May 21, 2013 (the effective date of this AD), Diamond Aircraft Industries GmbH Recommended Service Bulletin 40NG-011, dated February 28, 2012, is no longer valid, and any actions following Diamond Aircraft Industries GmbH Recommended Service Bulletin 40NG-011, dated February 28, 2012, are prohibited.

#### **(g) Credit for Actions Accomplished in Accordance With Previous Service Information**

If, before May 21, 2013 (the effective date of this AD), you performed the actions in the Accomplishments/Instructions section of Diamond Aircraft Industries GmbH Mandatory Service Bulletin 40NG-018, dated November 22, 2012, you met the requirements of paragraphs (f)(1), (f)(2), and (f)(3) of this AD.

#### **(h) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4144; fax: (816) 329-4090; email: mike.kiesov@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.

**(i) Related Information**

Refer to European Aviation Safety Agency (EASA) AD 2013-0018, dated January 21, 2013; and Diamond Aircraft Industries GmbH Mandatory Service Bulletin 40NG-018, dated November 22, 2012, for related information.

**(j) Material Incorporated by Reference**

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

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

(i) Diamond Aircraft Industries GmbH Mandatory Service Bulletin 40NG-018/1, dated November 26, 2012.

(ii) Diamond Aircraft Industries GmbH Work Instruction WI-MSB-40NG-018, Revision 1, dated November 26, 2012.

(3) For Diamond Aircraft Industries GmbH service information identified in this AD, contact Diamond Aircraft Industries GmbH, N.A. Otto-Str.5, A-2700 Wiener Neustadt, Austria; telephone: +43 2622 26700; fax: +43 2622 26780; email: office@diamond-air.at; Internet: <http://www.diamondaircraft.com/contact/technical.php>.

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

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

Issued in Kansas City, Missouri on April 15, 2013.

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



---

**2013-08-22 Turbomeca S.A.:** Amendment 39-17440; Docket No. FAA-2012-1131; Directorate Identifier 2012-NE-34-AD.

**(a) Effective Date**

This AD becomes effective May 28, 2013.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Turbomeca S.A. Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1 turboshaft engines that have incorporated Modification TU 207 or TU 243, or have incorporated Turbomeca Service Bulletin (SB) No. 292 80 0168 or SB No. 292 80 0190.

**(d) Reason**

This AD was prompted by detailed analysis and review of the accuracy of the engine's tachometer cycle-counting feature. We are issuing this AD to prevent uncontained engine failure and damage to the helicopter.

**(e) Actions and Compliance**

(1) If a tachometer is installed on the engine, but is not used to count cycles, then no further action is required.

(2) During the post-flight maintenance inspection after the last flight of each day, verify that the cycles counted by the engine's tachometer unit agree with the cycles counted by the primary counting method.

(3) If the numbers are different, use the primary counting method thereafter to determine all cycle counts. Do not use the values from the tachometer cycle-counting feature.

(4) If the engine tachometer cycle-counting feature remains accurate, then every 1,000 operating hours, perform a ground-run functional check of the tachometer unit cycle-counting feature in addition to the daily inspections in paragraph (e)(2) of this AD. If the tachometer cycle-counting feature fails the check, thereafter, use only the primary cycle-counting method to count cycles.

(5) If the tachometer is replaced, follow the instructions in paragraphs (e)(2), (e)(3), and (e)(4) of this AD.

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

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

**(g) Related Information**

(1) For more information about this AD, contact Sanjana Murthy, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7750; fax: 781-238-7199; email: sanjana.murthy@faa.gov.

(2) Refer to European Aviation Safety Agency AD 2012-0187R2, dated December 6, 2012, and Turbomeca S.A. SB No. 292 80 0168 and SB No. 292 80 0190, for related information.

(3) For service information identified in this AD, contact Turbomeca S.A., 40220 Tarnos, France; phone: 33 (0) 5 59 74 40 00; telex: 570 042; fax: 33 (0) 5 59 74 45 15. 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.

**(h) Material Incorporated by Reference**

None.

Issued in Burlington, Massachusetts, on April 16, 2013.  
Colleen M. D'Alessandro,  
Assistant Manager, Engine & Propeller Directorate,  
Aircraft Certification Service.