

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

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

BIWEEKLY 2017-13

6/12/2017 - 6/25/2017



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

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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes; R - Replaces			
Biweekly 2017-01			
2016-24-51		Sikorsky Aircraft Corporation	S-92A
2016-25-13	S 2016-04-12	Safran Helicopter Engines, S.A.	Arriel 2B, 2B1, 2C, 2C1, 2C2, 2D, 2E, 2S1, and 2S2
2016-25-14		Airbus Helicopters Deutschland GmbH	BO-105LS A-3
2016-25-19	S 2010-21-07	Airbus Helicopters	AS350B3 and EC130B4
2016-25-20		Airbus Helicopters	EC130B4, EC130T2, AS350B, AS350B1, AS350B2, AS350B3, AS350BA, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP
2016-25-28		Airbus Helicopters	AS355NP
2016-26-01		AGUSTAWESTLAND S.P.A.	AB139 and AW139
2016-26-04		Robinson Helicopter Company	R44 and R44 II; R66
2016-26-08	R 2014-22-01	PILATUS AIRCRAFT LTD.	PC-12, PC-12/45, PC-12/47, and PC-12/47E
2016-26-09	S 2016-06-01	B-N Group Ltd.	BN-2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN-2T-4R, BN-2T, BN2A MK. III, BN2A MK. III-2, and BN2A MK. III-3
Biweekly 2017-02			
2017-01-12		Diamond Aircraft Industries GmbH	DA 42 airplanes
2017-02-51		Sikorsky Aircraft Corporation	S-92A helicopters
Biweekly 2017-03			
No ADs			
Biweekly 2017-04			
2016-26-08	COR	PILATUS AIRCRAFT LTD.	PC-12, PC-12/45, PC-12/47, and PC-12/47E airplanes
2017-02-06		Piper Aircraft, Inc.	PA-31T, PA-31T1, PA-31T2, PA-31T3, and PA-31P-350 airplanes
2017-02-07		Airbus Helicopters Deutschland GmbH	MBB-BK 117 C-2, and Model MBB-BK 117 D-2 helicopters
2017-02-11		Alexander Schleicher GmbH & Co.	ASK 21 gliders
2017-04-51		Safran Helicopter Engines, S.A.	Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S and 1S1 turboshaft engines
Biweekly 2017-05			
2017-02-51		Sikorsky Aircraft Corporation	S-92A helicopters
2017-03-01	S 2014-05-06	Airbus Helicopters Deutschland GmbH	EC135 P1, P2, P2+, T1, T2, and T2+ helicopters
2017-04-03		Pilatus Aircraft Limited	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2 airplanes
2017-04-06		United Instruments, Inc.	5934 series altimeters
2017-04-14		Textron Aviation Inc.	560XL airplanes
2017-04-15		Learjet Inc.	36A airplanes
2017-05-03		Airbus Helicopters Deutschland GmbH	BO-105C, BO-105LS A-3, and BO-105S helicopters
2017-05-04		Bell Helicopter Textron Canada Limited	206A, 206B, 206L, 206L1, 206L3, and 206L4 helicopters
2017-05-51		Bell Helicopter Textron Canada	429 helicopters
Biweekly 2017-06			
2017-05-08		Safran Helicopter Engines, S.A.	Arriel 2B turboshaft engines
2017-04-51		Safran Helicopter Engines, S.A.	Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1 turboshaft engines
Biweekly 2017-07			
2017-07-02		Sikorsky Aircraft Corporation	269D and Model 269D Configuration A helicopters

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S – Supersedes; R - Replaces			
2017-07-01		M7 Aerospace LLC	SA226-T, SA226-AT, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), and SA227-TT airplanes
2017-06-03	R 81-09-09	Meggitt (Troy), Inc.	921, 930, 937, 940, 944, 945, 977, 978, 979, 8240, 8253, 8259, and 8472 combustion heaters
Biweekly 2017-08			
2017-07-10		American Champion Aircraft Corp.	8KCAB airplanes
2017-05-51		Bell Helicopter Textron Canada	429 helicopters
2017-07-08		Airbus Helicopters Deutschland GmbH	MBB-BK 117 D-2 helicopters
2017-07-09		Sikorsky Aircraft Corporation	S-92A helicopters
Biweekly 2017-09			
2017-08-07		Learjet, Inc	60
2017-08-09		DG Flugzeugbau GmbH	DG-500MB
2017-08-12		GROB Aircraft AG	GROB G 109 and GROB G 109B
2017-09-02		Airbus Helicopters Deutschland GmbH	MBB-BK 117 C-2 and MBB-BK 117 D-2
2017-06-11		Airbus Helicopters	EC120B
Biweekly 2017-10			
2017-09-05		Airbus Helicopters	AS332C, AS332C1, AS332L, AS332L1, AS332L2, and EC225LP helicopters
2017-09-07		Airbus Helicopters Deutschland GmbH	MBB-BK 117 C-2 helicopters
Biweekly 2017-11			
2017-10-02	S 2015-11-01	Slingsby Aviation Ltd.	T67M260 and T67M260-T3A airplanes
2017-10-03	R 2003-11-12	ZLIN AIRCRAFT a.s.	Z-242L airplanes
2017-10-09		Textron Aviation Inc.	402C, 414A airplanes
2017-10-11		Stemme AG	S10-VT gliders
2017-10-14	S 2014-07-07	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, and Jetstream Series 3101 airplanes
2017-10-20		Piper Aircraft, Inc.	PA-31, PA-31-300, and PA-31-325; PA-31-350 airplanes
2017-11-03		DG Flugzeugbau GmbH	DG-500MB gliders
Biweekly 2017-12			
2017-10-03	R 2003-11-12	ZLIN AIRCRAFT a.s	Z-242L airplanes
2017-10-14	S 2014-07-07	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, and Jetstream Series 3101 airplanes
2017-11-08		Diamond Aircraft Industries GmbH	DA 42 airplanes
2017-11-09	R 2017-08-07	Learjet, Inc.	60 airplanes
2017-11-11		NavWorx, Inc.	ADS600-B and ADS600-EXP ADS-B Universal Access Transceiver units
2017-11-16		PILATUS AIRCRAFT LTD.	PC-12/47E airplanes
Biweekly 2017-13			
2017-11-10		Lycoming Engines	TIO-540-AJ1A reciprocating engines
2017-12-04	S 2016-20-04	Airbus Helicopters	SA 341G and Model SA 342J helicopters
2017-13-03		Bell Helicopter Textron Canada Limited	429 helicopters
2017-13-04		Airbus Helicopters Deutschland GmbH	MBB-BK 117 C-2 (including configuration C-2e) and Model MBB-BK 117 D-2 helicopters



2017-11-10 Lycoming Engines Reciprocating Engines (Type Certificate previously held by Textron Lycoming Division, AVCO Corporation): Amendment 39-18909; Docket No. FAA-2016-9512; Directorate Identifier 2016-NE-27-AD.

(a) Effective Date

This AD is effective June 28, 2017.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Lycoming TIO-540-AJ1A reciprocating engines.

(d) Subject

Joint Aircraft System Component (JASC) Code 7800, Engine Exhaust System.

(e) Unsafe Condition

This AD was prompted by several reports of engine exhaust leaks. We are issuing this AD to prevent engine exhaust leaks, which could lead to uncontrolled engine fire, harmful exhaust gases entering the cabin resulting in crew incapacitation, and damage to the airplane.

(f) Compliance

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

(g) Required Actions

(1) For all engines, perform an initial exhaust system inspection within 10 hours time in service (TIS) after the effective date of this AD as follows:

(i) Use the Required Action, paragraph 1. of Lycoming Engines Mandatory Service Bulletin (MSB) No. 627C, dated November 17, 2016, to do the inspection.

(ii) For any part that fails the inspection required by paragraph (g)(1)(i) of this AD, before further flight, replace the failed part with a part eligible for installation.

(iii) Use the Required Action, paragraph 3. of Lycoming MSB No. 627C, dated November 17, 2016, to submit a survey to Lycoming Engines within 10 days of performing the inspection.

(2) For all engines, perform an initial torque check of the exhaust system flange nuts within 10 hours TIS after the effective date of this AD, or within 100 hours TIS after the last exhaust system maintenance (ESM), whichever occurs later, as follows:

(i) Use the Required Action, paragraph 2. of Lycoming Engines MSB No. 627C, dated November 17, 2016 to torque check the flange nuts.

(ii) For any part that fails the check required by paragraph (g)(2)(i) of this AD, before further flight, replace the failed part with a part eligible for installation.

(iii) Use the Required Action, paragraph 3. of Lycoming MSB No. 627C, dated November 17, 2016, to submit a survey to Lycoming Engines within 10 days of performing the check.

(3) For all engines with 1,000 hours TIS or less since the last ESM:

(i) Repeat the actions required by paragraphs (g)(1)(i) through (iii) of this AD inclusive, every 25 hours TIS since the last ESM, or exhaust system inspection, whichever occurs later.

(ii) Repeat the actions required by paragraphs (g)(2)(i) through (iii) of this AD inclusive, every 100 hours TIS after the last ESM, or torque check of the exhaust system flange nuts, whichever occurs later.

(4) For all engines with more than 1,000 hours TIS since the last ESM:

(i) Repeat the actions required by paragraphs (g)(1)(i) through (iii) of this AD inclusive, every 50 hours TIS since the last ESM, or exhaust system inspection, whichever occurs later.

(ii) Repeat the actions required by paragraphs (g)(2)(i) through (iii) of this AD inclusive, every 100 hours TIS since the last ESM, or torque check of the exhaust system flange nuts, whichever occurs later.

(h) Definitions

For the purposes of this AD, ESM is any maintenance that requires the removal and replacement of any exhaust system pipe or turbocharger mounting bracket, or the re-torquing of the exhaust flange mounting nuts.

(i) Terminating Action

The requirement in Required Action paragraph 3., to submit a survey to Lycoming Engines ends one year after the effective date of this AD, but, the exhaust system inspections in Required Actions paragraph 1., and torque checks of the exhaust system flange nuts, in Required Actions paragraph 2., are still required.

(j) 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.

(k) Alternative Methods of Compliance (AMOCs)

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

(l) Related Information

(1) For more information about this AD, contact Norman Perenson, Aerospace Engineer, New York Aircraft Certification Office, FAA, Engine & Propeller Directorate, 1600 Stewart Avenue,

Suite 410, Westbury, NY 11590; phone: 516-228-7337; fax: 516-794-5531; email: Norman.Perenson@faa.gov.

(2) Lycoming Engines MSB No. 614A, dated October 10, 2014, which is not incorporated by reference in this AD, can be obtained from Lycoming Engines using the contact information in paragraph (m)(3) of this AD.

(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) Lycoming Engines Mandatory Service Bulletin No. 627C, dated November 17, 2016.

(ii) Reserved.

(3) For Lycoming Engines service information identified in this AD, contact Lycoming Engines, 652 Oliver Street, Williamsport, PA 17701; phone: 800-258-3279; fax: 570-327-7101; Internet: www.lycoming.com/Lycoming/SUPPORT/TechnicalPublications/ServiceBulletins.aspx.

(4) You may view this service information at FAA, Engine & Propeller Directorate, 1200 District Avenue, 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 May 24, 2017.

Carlos A. Pestana,
Acting Assistant Directorate Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2017-12-04 Airbus Helicopters: Amendment 39-18919; Docket No. FAA-2017-0573; Directorate Identifier 2017-SW-001-AD.

(a) Applicability

This AD applies to Airbus Helicopters Model SA 341G and Model SA 342J helicopters with a landing gear rear crosstube (crosstube) part number 341A415201.00, 341A415201.01, or 341A415201.02, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as incorrect hardness of the crosstube, which could result in failure of the crosstube and subsequent dropping or tipping of the helicopter.

(c) Affected ADs

This AD supersedes AD 2016-20-04, Amendment 39-18670 (81 FR 67904, October 3, 2016).

(d) Effective Date

This AD becomes effective June 27, 2017.

(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) Amend the rotorcraft flight manual (RFM) by inserting a copy of this AD or by making pen-and-ink changes in Section 1, Limitations, by adding the following: **AUTOROTATION TRAINING FLIGHTS TO A LANDING AND RUN-ON (RUNNING) LANDING TRAINING ARE PROHIBITED.** A landing occurs when the skids contact the ground or other surface and bear the weight of the helicopter regardless of the duration of the landing and regardless of whether the engine is shut down.

(ii) Install a placard on the instrument panel in full view of the pilots that states the following: **AUTOROTATION TRAINING FLIGHTS TO A LANDING AND RUN-ON (RUNNING) LANDING TRAINING ARE PROHIBITED.**

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

(i) Inspect the crosstube to determine whether the metal is coated. Make a copper sulfate solution by following the Accomplishment Instructions, paragraph 3.B.2.b.1., of Airbus Helicopters Alert Service Bulletin (ASB) No. SA341/342-32.08, Revision 2, dated October 18, 2016 (ASB 32.08). Apply 2 to 3 drops of the solution to Area Z in Figure 1 of ASB 32.08 and wait 10 to 15 seconds. If a dark mark appears as shown in Area 2 of Figure 3 of ASB 32.08, there is no metal coating. If a light

mark appears as shown in Area 4 of Figure 3 of ASB 32.08, remove all metal coating in Area Z of Figure 1 of ASB 32.08.

(ii) Inspect the hardness of the crosstube by using the criteria in the table under Paragraph 3.B.2.c. of ASB 32.08. If the hardness is not within the value range in the table, before further flight, replace the crosstube. If the hardness is within the value range in the table, apply corrosion protectant to Area Z in Figure 1 of ASB 32.08.

(iii) Remove the RFM limitation and the instrument panel placard required by paragraphs (f)(1)(i) and (f)(1)(ii) of this AD.

(g) Credit for Actions Previously Completed

Compliance with AD 2016-20-04 (81 FR 67904, October 3, 2016) before the effective date of this AD is considered acceptable for compliance with 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: Matt Fuller, Senior Aviation Safety Engineer, Safety Management Group, Rotorcraft Directorate, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5110; email 9-ASW-FTW-AMOC-Requests@faa.gov.

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

(i) Additional Information

(1) Aerospatiale (now Airbus Helicopters) Flight Manuals SA 341G, Issue 2, dated December 1974, and SA 342J, Issue 1, dated April 27, 1976, which are not incorporated by reference, contain additional information about the subject of this AD. For service information identified in this AD, contact Airbus Helicopters, 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at <http://www.airbushelicopters.com/techpub>. You may review the referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177.

(2) The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2016-0131-E, dated July 5, 2016. You may view the EASA AD on the Internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2017-0573.

(j) Subject

Joint Aircraft Service Component (JASC) Code: 3213 Main Landing Gear Strut/Axel/Truck.

(k) Material Incorporated by Reference

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

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

(i) Airbus Helicopters Alert Service Bulletin No. SA341/342-32.08, Revision 2, dated October 18, 2016.

(ii) Reserved.

(3) For Airbus Helicopters service information identified in this AD, contact Airbus Helicopters, 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at <http://www.airbushelicopters.com/website/technical-expert>.

(4) You may view this service information at FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. 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 May 26, 2017.

Scott A. Horn,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2017-13-03 Bell Helicopter Textron Canada Limited: Amendment 39-18933; Docket No. FAA-2017-0078; Directorate Identifier 2015-SW-026-AD.

(a) Applicability

This AD applies to Model 429 helicopters, serial number 57001 through 57260, with a pylon restraint spring assembly (spring assembly) forward rod end (rod end) part number (P/N) 427-010-210-105 installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a rod end remaining in service after reaching its life limit. This condition could result in failure of a rod end and subsequent loss of control of a helicopter.

(c) Effective Date

This AD becomes effective July 27, 2017.

(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 140 hours time-in-service, clean and identify each forward rod end with the spring assembly serial number in accordance with the Accomplishment Instructions, paragraphs 3 through 5, and 7 through 8, of Bell Helicopter Alert Service Bulletin 429-15-19, dated February 26, 2015.

(2) Do not install a forward rod end P/N 427-010-210-105 on any helicopter unless it has been marked with a serial number in accordance with paragraph (e)(1) 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: Matt Fuller, Senior Aviation Safety Engineer, Safety Management Group, Rotorcraft Directorate, FAA, 10101 Hillwood Pkwy, Fort Worth, TX 76177; telephone (817) 222-5110; email 9-ASW-FTW-AMOC-Requests@faa.gov.

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

(g) Additional Information

(1) Bell Model 429 Maintenance Manual BHT-429-MM-1, Chapter 4, Airworthiness Limitations Schedule, Revision 24, approved June 12, 2015, which is not incorporated by reference, contains additional information about the subject of this AD. For service information identified in this AD, contact Bell Helicopter Textron Canada Limited, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4; telephone (450) 437-2862 or (800) 363-8023; fax (450) 433-0272; or at <http://www.bellcustomer.com/files/>. You may review the referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177.

(2) The subject of this AD is addressed in Transport Canada AD No. CF-2015-15 dated June 25, 2015. You may view the Transport Canada AD on the Internet at <http://www.regulations.gov> in Docket No. FAA-2017-0078.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 5101, Standard Practices/Structures.

(i) Material Incorporated by Reference

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

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

(i) Bell Helicopter Alert Service Bulletin 429-15-19, dated February 26, 2015.

(ii) Reserved.

(3) For Bell Helicopter service information identified in this AD, contact Bell Helicopter Textron Canada Limited, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4; telephone (450) 437-2862 or (800) 363-8023; fax (450) 433-0272; or at <http://www.bellcustomer.com/files/>.

(4) You may view this service information at FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. 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 June 2, 2017.

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



2017-13-04 Airbus Helicopters Deutschland GmbH (Airbus Helicopters): Amendment 39-18934; Docket No. FAA-2017-0061; Directorate Identifier 2016-SW-005-AD.

(a) Applicability

This AD applies to Airbus Helicopters Model MBB-BK 117 C-2 (including configuration C-2e) and Model MBB-BK 117 D-2 helicopters with a main rotor (M/R) blade vibration absorber spacer part number (P/N) 117-801841.11 installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as damage to a bearing in an M/R blade vibration absorber. This condition could result in failure of the bearing, possibly resulting in the loss of the balls and damage to the helicopter and injury to persons on the ground.

(c) Effective Date

This AD becomes effective July 27, 2017.

(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 200 hours time-in-service:

(i) Replace each spacer on the vibration absorber with a flanged spacer.

(ii) Re-identify each vibration absorber and M/R blade in accordance with paragraphs 3.B.2.3. or 3.B.2.4, as applicable, of Airbus Helicopters Alert Service Bulletin (ASB) MBB-BK117 C-2-62A-009, Revision 1, dated October 28, 2015, or ASB MBB-BK117 D-2-62A-001, Revision 1, dated October 28, 2015, whichever applies to your model helicopter. Record the new P/Ns and serial numbers for each M/R blade on the component history card or equivalent record.

(2) After replacing the spacer in accordance with paragraph (e)(1) of this AD, do not install M/R blade P/N B621M1002103 or P/N D621M1002101, vibration absorber P/N B621M3001101, or spacer P/N 117-801841.11 on that helicopter. You may install M/R blade P/N B621M1002101 or P/N B621M1002102 provided you have complied with the requirements of paragraph (e)(1) 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: Matt Fuller, Senior Aviation Safety Engineer, Safety Management Group, Rotorcraft Directorate, FAA, 10101 Hillwood Pkwy., Fort Worth, Texas 76177; telephone (817) 222-5110; email 9-ASW-FTW-AMOC-Requests@faa.gov.

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

(g) Additional Information

The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2015-0045, dated March 13, 2015, and corrected April 2, 2015, and in EASA AD No. 2016-0002, dated January 4, 2016. You may view the EASA ADs on the Internet at <http://www.regulations.gov> in Docket No. FAA-2017-0061.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 6200, Main Rotor System.

(i) Material Incorporated by Reference

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

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

(i) Airbus Helicopters Alert Service Bulletin MBB-BK117 C-2-62A-009, Revision 1, dated October 28, 2015.

(ii) Airbus Helicopters Alert Service Bulletin MBB-BK117 D-2-62A-001, Revision 1, dated October 28, 2015.

(3) For Airbus Helicopters service information identified in this AD, contact Airbus Helicopters, 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at http://www.airbushelicopters.com/website/en/ref/Technical-Support_73.html.

(4) You may view this service information at FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. 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>.

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Scott A. Horn,
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Aircraft Certification Service.