

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

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

BIWEEKLY 2014-10

5/5/2014 - 5/18/2014



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

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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

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

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

Biweekly 2014-01

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

Biweekly 2014-02

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

Biweekly 2014-03

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

Biweekly 2014-04

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|------------|--|---|--|
| 2014-03-02 | | Airbus Helicopters | AS332C, AS332L, AS332L1, AS332L2, SA330J helicopters |
| 2014-03-10 | | Various Restricted Category Helicopters | See AD |
| 2014-03-11 | | Bell Helicopter Textron, Inc. | 204B helicopters |

Biweekly 2014-05

| | | | |
|------------|--|----------------------------------|---|
| 2014-02-06 | | Agusta S.p.A. | AB412 helicopters |
| 2014-03-01 | | Agusta S.p.A. | AB139 and AW139 helicopters |
| 2014-03-03 | | Cessna Aircraft Company | 310, 320, 340, 401, 402, 411, 414, and 421 airplanes |
| 2014-03-18 | | B-N Group Ltd. | BN-2 airplanes |
| 2014-03-20 | | Piaggio Aero Industries S.P.A | P-180 airplanes |
| 2014-04-01 | | Slingsby Aviation Ltd. | T67M260 airplanes |
| 2014-04-02 | | Dornier Luftfahrt GmbH | 228-212 airplanes |
| 2014-04-03 | | Pacific Aerospace Limited | 750XL airplanes |
| 2014-04-04 | | Diamond Aircraft Industries GmbH | DA 42 NG and DA 42 M NG airplanes |
| 2014-04-06 | | Turbomeca S.A. | Arrius 2B1, 2B1A, 2B2, and 2K1 turboshaft engines |
| 2014-04-11 | | Airbus Helicopters | AS350B, BA, B1, B2, B3, D; and AS355E, F, F1, F2, and N helicopters |
| 2014-04-12 | | Airbus Helicopters | EC225LP helicopters |
| 2014-04-14 | | Agusta S.p.A. | A109S, AW109SP, A119, and AW119 MKII helicopters |

Biweekly 2014-06

| | | | |
|---------------|--|------------------------|---|
| 2011-22-05 R1 | | Airbus Helicopters | AS350B, B1, B2, B3, BA, C, D, D1; and Model AS355E, F, F1, F2, N, and NP helicopters |
| 2014-04-13 | | Agusta S.p.A. | AB412 and AB412 EP helicopters |
| 2014-05-01 | | Eurocopter Deutschland | EC135P1, EC135P2, EC135P2+, EC135T1, EC135T2, and EC135T2+ helicopters |
| 2014-05-04 | | Eurocopter Deutschland | MBB-BK 117 C-2 helicopters |
| 2014-05-06 | | Eurocopter Deutschland | EC135 P1, P2, P2+, T1, T2, and T2+ helicopters |
| 2014-05-07 | | Airbus Helicopters | AS350B, BA, B1, B2, C, D, and D1 helicopters and Model AS355E, F, F1, F2, and N helicopters |
| 2014-05-08 | | Airbus Helicopters | AS332L1 helicopters |
| 2014-05-11 | | Airbus Helicopters | AS332C, AS332L, AS332L1, AS332L2, EC225LP, and SA330J helicopters |
| 2014-05-15 | | Airbus Helicopters | AS332C, AS332L, AS332 L1, and AS332 L2 helicopters; SA330J helicopters |

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

| AD No. | Information | Manufacturer | Applicability |
|--|---------------------------------|--|---|
| Information Key: E - Emergency; COR - Correction; S – Supersedes | | | |
| 2014-05-29 2014-06-01 | S 2009-16-03 | Continental Motors M7 Aerospace | IO-520, TSIO-520, and IO-550 series reciprocating engines SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), SA227-TT, SA26-AT, and SA26-T airplanes |
| Biweekly 2014-07 | | | |
| 2014-05-10 | S 2012-25-04 | Airbus Helicopters | AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters |
| 2014-05-27 2014-06-03 | | Rockwell Collins British Aerospace Regional Aircraft | Mode S transponders Jetstream Series 3101 and Jetstream Model 3201 airplanes |
| 2014-06-06 2014-06-07 2014-06-51 | S 2013-12-06 | SOCATA Alexander Schleicher Airbus Helicopters Deutschland | TBM 700 airplanes ASK 21 gliders MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, and MBB-BK 117 C-2 helicopters |
| 2014-07-51 2014-07-52 | | Agusta Airbus Helicopters | AB139 and AW139 helicopters AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters |
| Biweekly 2014-08 | | | |
| 2014-07-04 2014-07-06 | S 2007-19-09R1 | Sikorsky Turbomeca S.A. | S-92A helicopters Arriel 2B1 turboshaft engines |
| Biweekly 2014-09 | | | |
| 2014-07-07 2014-07-08 2014-07-09 | S 87-02-04 | British Aerospace (Operations) Limited Centrair British Aerospace Regional Aircraft | HP.137 Jetstream Mk.1, Jetstream Series 200, and Jetstream Series 3101 101, 101A, 101P, and 101AP gliders Jetstream Series 3101 and Model 3201 |
| 2014-07-10 | | Ballonbau Wörner GmbH | NL-280/STU, NL-380/STU, NL-510/STU, NL-640/STU, NL-840/STU, and NL-1000/STU balloons |
| 2014-08-06 2014-08-10 2014-09-01 2014-09-02 | COR S 2013-14-08 | Sikorsky Aircraft Corporation Austro Engine GmbH AgustWestland S.p.A. M7 Aerospace LLC | S-76A, B, and C helicopters E4 engines A109C, A109E, A109K2, and A119 helicopters SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-TT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), SA26-T, and SA26-AT |
| 2014-09-03 | S 99-07-11 | SOCATA | TBM 700 |
| Biweekly 2014-10 | | | |
| 2014-09-04 2014-09-11 2014-09-12 2014-10-01 | S 2009-21-08 R1 S 2008-24-11 | Piaggio Aero Industries S.p.A. GROB-WERKE Alpha Aviation Concept Limited Vulcanair S.p.A. | P-180 G115EG and G120A R2160 P 68, P 68B, P 68C, P 68C-TC, P 68 "OBSERVER," P68TC "OBSERVER," and P68 "OBSERVER 2" |



2014-09-04 Piaggio Aero Industries S.p.A: Amendment 39-17839; Docket No. FAA-2013-0967; Directorate Identifier 2013-CE-042-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective June 13, 2014.

(b) Affected ADs

This AD supersedes AD 2009-21-08 R1, Amendment 39-16169 (75 FR 904, January 7, 2010).

(c) Applicability

This AD applies to Piaggio Aero Industries S.p.A. Model P-180 airplanes, serial numbers 1004 through 1218, certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as cases of un-commanded operation of switched off nose-wheel steering system caused by internal leakage of a steering select/bypass valve. We are issuing this AD to prevent loss of directional control on ground during take-off or landing, which could result in a runway excursion.

(f) Actions and Compliance

Unless already done, do the actions required in paragraph (f)(1) through paragraph (f)(5) of this AD, including all subparagraphs:

(1) At whichever of the compliance times specified in paragraph (f)(1)(i) and paragraph (f)(1)(ii) of this AD that occurs first and repetitively thereafter at intervals not to exceed 165 hours time-in-service (TIS), do a functional test of the nose landing gear (NLG) steering manifold following Part A1 or Part A2 of the Accomplishment Instructions in Piaggio Aero Industries S.p.A. Service Bulletin (Mandatory) N. 80-0249, Rev. 3, dated July 22, 2013 (includes Confirmation Slip). Any functional test completed following either Part A1 or Part A2 resets the time counting towards the 165-hour TIS repetitive functional test to zero.

(i) Within the next 165 hours TIS after June 13, 2014 (the effective date of this AD) or within the next 6 months after June 13, 2014 (the effective date of this AD), whichever occurs first; or

(ii) Within the next 165 hours TIS after the last inspection done in compliance with AD 2009-21-08 R1, Amendment 39-16169 (75 FR 904, January 7, 2010).

(2) Within the next 220 hours TIS after June 13, 2014 (the effective date of this AD) or within the next 6 months after June 13, 2014 (the effective date of this AD), whichever occurs first, and repetitively thereafter at intervals not to exceed 660 TIS or 12 months, whichever occurs first, do a functional test of the nose landing gear (NLG) steering manifold following Part A1 of the Accomplishment Instructions in Piaggio Aero Industries S.p.A. Service Bulletin (Mandatory) N. 80-0249, Rev. 3, dated July 22, 2013 (includes Confirmation Slip). Any functional test completed following either Part A1 or Part A2 resets the time counting towards the 165-hour TIS repetitive functional test required by paragraph (f)(1) of this AD to zero.

(3) If, during any functional test required in paragraphs (f)(1) and (f)(2) of this AD, any NLG steering actuator movement discrepancy is detected, before further flight, replace the NLG steering manifold with a serviceable part as specified in Part A1 and Part A2 of the Accomplishment Instructions in Piaggio Aero Industries S.p.A. Service Bulletin (Mandatory) N. 80-0249, Rev. 3, dated July 22, 2013 (includes Confirmation Slip).

(4) As of June 13, 2014 (the effective date of this AD), installation of a replacement NLG steering manifold or a replacement NLG is allowed, provided that, before release to service, the NLG steering manifold passes a functional test following Part A1 of the Accomplishment Instructions in Piaggio Aero Industries S.p.A. Service Bulletin (Mandatory) N. 80-0249, Rev. 3, dated July 22, 2013 (includes Confirmation Slip).

(5) To terminate the repetitive functional tests required in paragraph (f)(1) and paragraph (f)(2) of this AD, at any time after the initial functional test required in paragraph (f)(1) and paragraph (f)(2) of this AD, you may modify the electrical configuration of the steering system following the Accomplishment Instructions in Piaggio Aero Industries S.p.A. Service Bulletin (Recommended) N. 80-0285, dated September 30, 2013 (includes Confirmation Slip), or the Accomplishment Instructions in Piaggio Aero Industries S.p.A. Service Bulletin (Recommended) N. 80-0286, Rev. 1, dated September 30, 2013 (includes Confirmation Slip), as applicable.

(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: 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.

(i) 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.

(ii) AMOCs approved for AD 2009-21-08 R1 (75 FR 904, January 7, 2010) are not approved for AMOCs for this AD.

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

(3) Reporting Requirements: For any reporting requirement in this AD, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing, and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this

burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

(h) Related Information

Refer to European Aviation Safety Agency (EASA) AD No. 2013-0242R1, dated October 9, 2013, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2013-0967-0002>.

(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 this AD specifies otherwise.

(i) Piaggio Aero Industries S.p.A. Service Bulletin (Mandatory) N. 80-0249, Rev. 3, dated July 22, 2013 (includes Confirmation Slip).

(ii) Piaggio Aero Industries S.p.A. Service Bulletin (Recommended) N. 80-0285, dated September 30, 2013 (includes Confirmation Slip).

(iii) Piaggio Aero Industries S.p.A. Service Bulletin (Recommended) N. 80-0286, Rev. 1, dated September 30, 2013 (includes Confirmation Slip).

(3) For Piaggio Aero Industries S.p.A service information identified in this AD, contact Piaggio Aero Industries S.p.A–Airworthiness Office, Via Luigi Cibrario, 4-16154 Genova-Italy; phone: +39 010 6481353; fax: +39 010 6481881; email: airworthiness@piaggioaero.it; Internet: <http://www.piaggioaero.com/#/en/aftersales/service-support>.

(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 17, 2014.

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



2014-09-11 GROB-WERKE: Amendment 39-17846; Docket No. FAA-2014-0092; Directorate Identifier 2014-CE-002-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective June 13, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to GROB-WERKE Model G115EG airplanes, all serial numbers, and Model G120A airplanes, serial numbers 85001 through 85007, 85026 through 85056, and 85058, certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as cracks in the left hand elevator flange. We are issuing this AD to detect and correct cracks in the left hand and right hand elevator flanges, which could cause the elevator to fail and could result in reduced control.

(f) Actions and Compliance

Unless already done, do the actions in paragraphs (f)(1) through (f)(3) of this AD:

(1) Within the next 30 days after June 13, 2014 (the effective date of this AD) and repetitively thereafter at intervals not to exceed 100 hours time-in-service (TIS), inspect the left hand (LH) and the right hand (RH) elevator flanges, part number (P/N) 115E-3761.06 and P/N 115E-3762.07 or P/N 120A-3561.20(A) and P/N 120A-3562.20(A), as applicable, for cracks. Do the inspections following GROB Aircraft Service Bulletin No. MSB1078-194/1, dated December 3, 2013, or GROB Aircraft Service Bulletin No. MSB1121-140, dated December 3, 2013, as applicable.

(2) If any crack is found during any inspection required in paragraph (f)(1) of this AD, before further flight, replace the affected elevator flange with a serviceable part. Do the replacement following GROB Aircraft Service Bulletin No. MSB1078-194/1, dated December 3, 2013, or GROB Aircraft Service Bulletin No. MSB1121-140, dated December 3, 2013, as applicable.

(3) As of June 13, 2014 (the effective date of this AD), only install an elevator flange P/N 115E-3761.06, P/N 115E-3762.07, P/N 120A-3561.20(A), or P/N 120A-3562.20(A), if it has been inspected following GROB Aircraft Service Bulletin No. MSB1078-194/1, dated December 3, 2013,

or GROB Aircraft Service Bulletin No. MSB1121-140, dated December 3, 2013, as applicable, and is free of any cracks.

(g) Credit for Actions Accomplished in Accordance With Previous Service Information for Model G115EG Airplanes

This paragraph provides credit for the initial inspection required in paragraph (f)(1) of this AD and any replacement required in paragraph (f)(2) based on the result of the initial inspection if already done before June 13, 2014 (the effective date of this AD) following GROB Aircraft Service Bulletin No. MSB1078-194, dated November 26, 2013.

(h) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4123; fax: (816) 329-4090; email: karl.schletzbaum@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 MCAI European Aviation Safety Agency (EASA) AD No. 2014-0004, dated January 7, 2014; and GROB Aircraft Service Bulletin No. MSB1078-194, dated November 26, 2013, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0092-0002>.

(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) GROB Aircraft Service Bulletin No. MSB1078-194/1, dated December 3, 2013.

(ii) GROB Aircraft Service Bulletin No. MSB1121-140, dated December 3, 2013.

(3) For GROB-WERKE service information identified in this AD, contact Grob Aircraft AG, Customer Service, Lettenbachstrasse 9, 86874 Tussenhausen-Mattsies, Germany, telephone: + 49 (0) 8268-998-105; fax; + 49 (0) 8268-998-200; email: productsupport@grob-aircraft.com; Internet: grob-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.

(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 25, 2014.

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



2014-09-12 Alpha Aviation Concept Limited: Amendment 39-17847; Docket No. FAA-2014-0130; Directorate Identifier 2014-CE-005-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective June 13, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Alpha Aviation Concept Limited Model R2160 airplanes, serial numbers 001 through 378, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 74: Ignition.

(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 metal screen shield over the ignition switch may ground out the ignition terminals. We are issuing this AD to prevent the ignition switch metal screen from grounding out the ignition switch terminals, which could cause the engine to shut down.

(f) Actions and Compliance

Unless already done, do the actions in paragraphs (f)(1) through (f)(3) of this AD:

(1) Within the next 50 hours time-in-service after June 13, 2014 (the effective date of this AD) or within the next 3 months after June 13, 2014 (the effective date of this AD), whichever occurs first, inspect the airplane ignition switch for the presence of a metal screen shield. Do the inspection following the Accomplishment Instructions in Alpha Aviation Service Bulletin AA-SB-24-002, Revision 0, dated January 2014.

(2) If a metal screen is found during the inspection required in paragraph (f)(1) of this AD, before further flight, modify or replace the ignition switch following the Accomplishment Instructions in Alpha Aviation Service Bulletin AA-SB-24-002, Revision 0, dated January 2014.

(3) As of June 13, 2014 (the effective date of this AD), do not install an ignition switch with a metal screen shield.

(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: Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4123; fax: (816) 329-4090; email: karl.schletzbaum@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 Authority (CAA) AD DCA/R2000/42, dated January 29, 2014, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0130-0002>.

(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) Alpha Aviation Service Bulletin AA-SB-24-002, Revision 0, dated January 2014.

(ii) Reserved.

(3) For Alpha Aviation Concept Limited service information identified in this AD, contact Alpha Aviation, 59 Hautapu Road, RD 1, Cambridge 3493, New Zealand; telephone: +64 7 827 0528; fax: +64 7 929 2878; Internet: www.alphaaviation.co.nz.

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

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

Issued in Kansas City, Missouri, on April 25, 2014.

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



FAA
Aviation Safety

AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/
www.gpoaccess.gov/fr/advanced.html

2014-10-01 Vulcanair S.p.A.: Amendment 39-17848; Docket No. FAA-2013-0602; Directorate Identifier 2012-CE-010-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective June 18, 2014

(b) Affected ADs

This AD supersedes AD 2008-24-11, Amendment 39-15751 (73 FR 72314; November 28, 2008).

(c) Applicability

This AD applies to Vulcanair S.p.A. Models P 68, P 68B, P 68C, P 68C-TC, P 68 "OBSERVER," P68TC "OBSERVER," and P68 "OBSERVER 2" airplanes, serial numbers (S/N) 01 through 429, S/Ns 431 through 452, and S/N 454, certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as cracking and/or corrosion of the wing spar. We are issuing this AD to detect and correct cracking and corrosion of the wing spars, which, if not corrected, could result in structural failure of the wing.

(f) Actions and Compliance

Unless already done, do the following actions specified in paragraphs (f)(1) through (f)(8) of this AD, to include all subparagraphs.

(1) Within 10 days after June 18, 2014] (the effective date of this AD), incorporate Vulcanair Aircraft, P68 Variants, Maintenance Manual Supplement NOR10.771-52, 1st Issue, dated March 1, 2010, into the FAA-approved maintenance program (maintenance manual) following Vulcanair Aircraft, P68 Variants, Mandatory Service Bulletin No. 162, dated March 1, 2010.

(2) Within 10 days after June 18, 2014 (the effective date of this AD), determine the safe life limit of the wing structure as follows:

(i) For all rows except rows (c) and (e) in table 1, of paragraph 1.3, of Vulcanair Aircraft, P68 Variants, Mandatory Service Bulletin No. 162, dated March 1, 2010, use the safe life limit specified in the appropriate row of the table; and

(ii) For rows (c) and (e) in table 1, of paragraph 1.3, of Vulcanair Aircraft, P68 Variants, Mandatory Service Bulletin No. 162, dated March 1, 2010, before further flight, you must modify the

wing structure following Vulcanair Aircraft, P68 Variants, Mandatory Service Bulletin No. 162, dated March 1, 2010. After modification, use the safe life limit specified in the appropriate row of the table.

(3) Before reaching the life limit as determined in paragraph (f)(2) of this AD, before further flight, you must replace the wing structure and wing fuselage attachments and bolts with new ones. Do the replacement following Vulcanair Aircraft, P68 Variants, Maintenance Manual Supplement NOR10.771-52, 1st Issue, dated March 1, 2010, as specified in the instructions in WORK PROCEDURE, paragraph 2 of Vulcanair Aircraft, P68 Variants, Mandatory Service Bulletin No. 162, dated March 1, 2010.

(4) Do an initial inspection of the wing structure as specified in the instructions in paragraph 2.1 of Vulcanair Aircraft, P68 Variants, Mandatory Service Bulletin No. 162, dated March 1, 2010, at the applicable times as specified in paragraphs (f)(4)(i) and (f)(4)(ii). Repetitively thereafter inspect and replace the wing structure following the limitations in Vulcanair Aircraft, P68 Variants, Maintenance Manual Supplement NOR10.771-52, 1st Issue, dated March 1, 2010.

(i) For aircraft that have not exceeded the safe life limit hours time-in-service (TIS) on the wing structure as determined in paragraph (f)(2) of this AD: Before accumulating 6,000 hours TIS on the wing structure or within 100 hours TIS after June 18, 2014 (the effective date of this AD), whichever occurs later, follow Vulcanair Aircraft, P68 Variants, Maintenance Manual Supplement NOR10.771-52, 1st Issue, dated March 1, 2010. You may take "unless already done" credit for this inspection if inspected in compliance with AD 2008-24-11, Amendment 39-15751 (73 FR 72314; November 28, 2008); or

(ii) For aircraft that have exceeded the safe life limit hours TIS on the wing structure as determined in paragraph (f)(2) of this AD: Within 100 hours TIS after June 18, 2014 (the effective date of this AD), follow Vulcanair Aircraft, P68 Variants, Mandatory Service Bulletin No. 162, dated March 1, 2010.

(5) Before accumulating 8,500 hours TIS since new on the stabilator, within 500 hours TIS after January 2, 2009 (the effective date of AD 2008-24-11, Amendment 39-15751 (73 FR 72314; November 28, 2008)), or within 500 hours TIS from the last inspection done in compliance with AD 2008-24-11, whichever occurs later, do the initial inspection of the stabilator following paragraph 2.2 of Vulcanair Aircraft, P68 Variants, Maintenance Manual Supplement NOR10.771-52, 1st Issue, dated March 1, 2010, or Vulcanair Aircraft, P68 Variants, Mandatory Service Bulletin No. 120, Revision 1, dated June 7, 2006. Repetitively thereafter inspect the stabilator following the limitations in Vulcanair Aircraft, P68 Variants, Maintenance Manual Supplement NOR10.771-52, 1st Issue, dated March 1, 2010.

(6) If any cracks are found during the inspections required in paragraphs (f)(4) and/or (f)(5) of this AD, before further flight, modify the wing structure following Vulcanair Aircraft, P68 Variants, Mandatory Service Bulletin No. 162, dated March 1, 2010.

(7) For certain Model P 68 airplanes, AD 2009-24-03, Amendment 39-16090 (74 FR 62211, November 27, 2009) requires repetitive inspections of the front and rear wing spars for cracks and modification if cracks are found. The modification terminates the repetitive inspections required in AD 2009-24-03 and may be done regardless if cracks are found. The actions of AD 2009-24-03 are independent of this AD action and remain in effect.

(8) EASA AD No.: 2010-0051, dated March 25, 2010; Vulcanair Aircraft, P68 Variants, Maintenance Manual Supplement NOR10.771-52, 1st Issue, dated March 1, 2010; Vulcanair Aircraft, P68 Variants, Mandatory Service Bulletin No. 162, dated March 1, 2010; Vulcanair S.p.A. Service Instruction No. 88, dated March 1, 2010; and Vulcanair S.p.A. Service Instruction No. 89, dated March 1, 2010, base the required preventive and corrective actions on allowing flight with known cracks in critical structure. The FAA's Small Airplane Directorate does not allow further flight with known cracks in critical structure without additional substantiating data. Advisory Circular (AC) 23-13A, Chapter 6, dated September 29, 2005, describes what additional data is required to allow flight with known cracks (found on the Internet at http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf).

(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: Mike Kiesov, Aerospace Safety Engineer, FAA, Small Airplane Directorate, 901 Locust, 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.

(h) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) AD No. 2010-0051, dated March 25, 2010, for related information. You may examine the MCAI in the AD docket on the Internet at: <http://www.regulations.gov/#!documentDetail;D=FAA-2013-0602-0002>. You may also review Vulcanair S.p.A. Service Instruction No. 88, dated March 1, 2010; and Vulcanair S.p.A. Service Instruction No. 89, dated March 1, 2010, for related information, which may be found using the information found in paragraph (i).

(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 June 18, 2014 (the effective date of this AD).

(i) Vulcanair Aircraft, P68 Variants, Mandatory Service Bulletin No. 162, dated March 1, 2010.

(ii) Vulcanair Aircraft, P68 Variants, Maintenance Manual Supplement NOR10.771-52, 1st Issue, dated March 1, 2010.

(4) The following service information was approved for IBR on January 2, 2009.

(i) Vulcanair Aircraft, P68 Variants, Mandatory Service Bulletin No. 120, Revision 1, dated June 7, 2006.

(ii) Reserved.

(5) For service information identified in this AD, contact Vulcanair Airworthiness Office, Via G Pascoli, 7, 80026 Casoria, Italy; phone: +39 081 59 18 135; fax: +39 081 59 18 172; email: airworthiness@vulcanair.com; Internet: [http://www.vulcanair.com/page-view.php?pagename=Service Bulletins](http://www.vulcanair.com/page-view.php?pagename=Service%20Bulletins).

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

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

Issued in Kansas City, Missouri, on April 30, 2014.
Earl Lawrence,
Manager, Small Airplane Directorate,
Aircraft Certification Service.