

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

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

BIWEEKLY 2016-01

12/28/2015 - 1/10/2016



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

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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

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

Biweekly 2016-01

2015-26-04	S 2002-13-11	Airbus Helicopters	EC120B helicopters
2015-26-08		Piper Aircraft, Inc.	PA-44-180, PA-44-180T airplanes
2015-26-10		Sikorsky Aircraft Corporation	S-76A, S-76B, and S-76C helicopters



2015-26-04 Airbus Helicopters (Previously Eurocopter France): Amendment 39-18352; Docket No. FAA-2015-1480; Directorate Identifier 2014-SW-071-AD.

(a) Applicability

This AD applies to Model EC120B helicopters, serial numbers 1001 through 1278, inclusive, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as an object sliding between the canopy and the cabin floor. This condition could result in loss of yaw control and subsequent loss of control of the helicopter.

(c) Affected ADs

This AD supersedes AD 2002-13-11, Amendment 39-12799 (67 FR 45295, July 9, 2002).

(d) Effective Date

This AD becomes effective February 4, 2016.

(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

Within 90 days, install front and side covers (protections) to protect the yaw control in accordance with the Accomplishment Instructions, paragraph 2.B., of Eurocopter Alert Service Bulletin No. 67A005, Revision 0, dated August 1, 2001, except the correct reference to the Aircraft Maintenance Manual in subparagraph 2.B.2 of the ASB is 20-10-00, 3-8.

(g) 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, 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.

(h) Additional Information

The subject of this AD is addressed in the Direction General De L'Aviation Civile (DGAC) AD No. 67A005, Revision 1, dated February 6, 2002. You may view the DGAC AD on the Internet at <http://www.regulations.gov> in Docket No. FAA-2015-1480.

(i) Subject

Joint Aircraft Service Component (JASC) Code: 2500, Cabin Equipment/Furnishings.

(j) 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) Eurocopter Alert Service Bulletin No. 67A005, Revision 0, dated August 1, 2001.

(ii) Reserved.

(3) For service information identified in this AD, contact Airbus Helicopters, Inc., 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>.

(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 December 15, 2015.

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



2015-26-08: Amendment 39-18356; Docket No. FAA-2015-8311; Directorate Identifier 2015-CE-039-AD.

(a) Effective Date

This AD is effective January 20, 2016.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Piper Aircraft, Inc. Model PA-44-180 Seminole airplanes, serial numbers (S/Ns) 44-7995001 through 44-8195026, 4495001 through 4496377, 4496379, 4496380, and 4496384 through 4496386; and Piper Aircraft, Inc. Model PA-44-180T Seminole airplanes, S/Ns 44-8107001 through 44-8207020, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 2720, Rudder Control System.

(e) Unsafe Condition

This AD was prompted by a report of a misrouted emergency gear extension cable. We are issuing this AD to require an inspection and, if necessary, modification of the emergency gear extension cable. We are issuing this AD to correct the unsafe condition on these products.

(f) Compliance

Comply with paragraphs (g)(1) through (g)(2) including all subparagraph's of this AD within the compliance times specified, unless already done.

(g) Actions

(1) For Piper Model PA-44-180 Seminole airplanes serial numbers (S/N) 4496245 through 4496377, 4496379, 4496380, and 4496384 through 4496386: Within 30 days after January 20, 2016 (the effective date of this AD), inspect the emergency gear extension cable for proper routing and appropriate attachment of the cable to the rudder pedal assembly following the Part 1 instructions in Piper Aircraft, Inc. Service Bulletin (SB) No. 1213A, dated October 23, 2015.

(i) If the inspection required in paragraph (g)(1) of this AD reveals a misrouted cable, before further flight, correct the emergency gear extension cable following the Part 2 instructions in Piper Aircraft, Inc. SB No. 1213A, dated October 23, 2015.

(i) If the inspection required in paragraph (g)(1) of this AD reveals a correct installation following the Part 1 instructions in Piper Aircraft, Inc. SB No. 1213A, dated October 23, 2015, no further action is required.

(2) For Piper Model PA-44-180 Seminole airplanes SNs 44-7995001 through 44-8195026, 4495001 through 4496244; and Piper Model PA-44-180T Seminole airplanes, SNs 44-8107001 through 44-8207020: Within 30 days after January 20, 2016 (the effective date of this AD), install the Piper emergency gear extension cable modification kit, part number 88433-002, following the instructions in Piper Aircraft, Inc. SB No. 1188, dated April 14, 2008.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Atlanta 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 paragraph (k) 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.

(i) Related Information

For more information about this AD, contact Hector Hernandez, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, 1701 Columbia Avenue, College Park, Georgia 30337; telephone: (404) 474-5587; fax: (404) 474-5606; email: hector.hernandez@faa.gov.

(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) Piper Aircraft, Inc. Service Bulletin No. 1188, dated April 14, 2008.

(ii) Piper Aircraft, Inc. Service Bulletin No. 1213A, dated October 23, 2015.

(3) For Piper Aircraft, Inc. service information identified in this AD, contact Piper Aircraft, Inc., Customer Service, 2926 Piper Drive, Vero Beach, Florida 32960; telephone: (877) 879-0275; fax: none; email: customer.service@piper.com; Internet: www.piper.com.

(4) You may review 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.

(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 December 23, 2015.

Pat Mullen,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2015-26-10 Sikorsky Aircraft Corporation (Sikorsky): Amendment 39-18358; Docket FAA-2014-0335; Directorate Identifier 2013-SW-021-AD.

(a) Applicability

This AD applies to Sikorsky Model S-76A, S-76B, and S-76C helicopters with a main gearbox (MGB) part number (P/N) 76351-09000 series, 76351-09500 series, and 76351-09600 series installed that has been repaired in accordance with Sikorsky Overhaul and Repair Instruction (ORI) No. 76350-065, dated November 12, 1982 (ORI 76350-065), or ORI No. 76350-065, Revision A, dated September 21, 1984 (ORI 76350-065A), certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as an unsecured MGB lower housing jet bore liner. This condition may cause the liner to move out of place, allowing oil to leak from the MGB, resulting in MGB failure and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective February 9, 2016.

(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 50 hours time-in-service (TIS), and thereafter at intervals not to exceed 6 hours TIS, inspect each MGB lower housing jet bore (jet bore), as depicted in Figures 3 and 4 of Sikorsky S-76 Alert Service Bulletin 76-66-50, Basic Issue, dated January 14, 2013 (ASB 76-66-50), for liner protrusion or movement, paint or caulk blistering, or oil leakage.

(i) If there is any liner protrusion or movement, before further flight, replace the MGB with an MGB that has not been repaired in accordance with ORI 76350-065 or ORI 76350-065A, unless it has been subsequently repaired in accordance with Sikorsky ORI No. 76350-065, Revision B, dated June 10, 2011 (ORI 76350-065B); Sikorsky ORI No. 76350-065, Revision C, dated June 27, 2011 (ORI 76350-065C); Sikorsky ORI No. 76350-065, Revision D, dated January 20, 2012 (ORI 76350-065D); Sikorsky ORI No. 76350-065, Revision E, dated January 27, 2012 (ORI 76350-065E); or Sikorsky ORI No. 76350-065, Revision F, dated May 10, 2012 (ORI 76350-065F).

(ii) If there is any oil leakage or paint or caulk blistering, inspect the jet bore for liner protrusion and perform a leakage check by following the Accomplishment Instructions, Paragraphs 3.C.(1) through 3.C.(6)(a), of ASB 76-66-50.

(iii) If any moisture or droplets of MGB oil are visible on a jet bore after accomplishing the leakage check specified in paragraph 3.C.(6)(a) of ASB 76-66-50, repeat paragraphs 3.C.(4) through 3.C.(6) of ASB 76-66-50. If any moisture or droplets of MGB oil are still visible, before further flight,

replace the MGB with an MGB that has not been repaired in accordance with ORI 76350-065 or ORI 76350-065A, unless it has been subsequently repaired in accordance with ORI 76350-065B, ORI 76350-065C, ORI 76350-065D, ORI 76350-065E, or ORI 76350-065F.

(2) Within 3,750 hours TIS, replace the MGB with an MGB that has not been repaired in accordance with ORI 76350-065 or ORI 76350-065A, unless it has been subsequently repaired in accordance with ORI 76350-065B, ORI 76350-065C, ORI 76350-065D, ORI 76350-065E, or ORI 76350-065F. This is terminating action for the repetitive inspections required by this AD.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Boston Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Kirk Gustafson, Aviation Safety Engineer, Boston Aircraft Certification Office, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, Massachusetts 01803; telephone (781) 238-7190; email kirk.gustafson@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

Sikorsky Overhaul and Repair Instruction No. 76350-065, dated November 12, 1982; Revision A, dated September 21, 1984; Revision B, dated June 10, 2011; Revision C, dated June 27, 2011; Revision D, dated January 20, 2012; Revision E, dated January 27, 2012; and Revision F, dated May 10, 2012, which are not incorporated by reference, contain additional information about the subject of this AD. You may review a copy of this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, Texas 76177.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 6320, Main Rotor Gearbox.

(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) Sikorsky S-76 Alert Service Bulletin 76-66-50, Basic Issue, dated January 14, 2013.

(ii) Reserved.

(3) For Sikorsky service information identified in this final rule, contact Sikorsky Aircraft Corporation, Customer Service Engineering, 124 Quarry Road, Trumbull, Connecticut 06611; telephone 1-800-Winged-S or 203-416-4299; email sikorskywcs@sikorsky.com.

(4) You may view this service information at FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, Texas 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 December 23, 2015.
John Hardie,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.