

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

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

BIWEEKLY 2013-23

11/4/2013 - 11/17/2013



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
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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
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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		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

Biweekly 2013-10

2013-04-08 R1		Diamond Aircraft Industries GmbH	HK 36 R, HK 36 TS, and HK 36 TTS powered gliders
2013-08-14	S 2005-12-02	Revo, Incorporated	COLONIAL C-1, COLONIAL C-2, LAKE LA-4, LAKE LA-4A, LAKE LA-4P, and LAKE LA-4-200
2013-09-05		Twin Commander Aircraft LLC	690, 690A, and 690B
2013-09-06		Agusta	A119 and AW119 MKII helicopters
2013-09-09	S 98-22-15	Slingsby Sailplanes Ltd.	Dart T.51, Dart T.51/17, and Dart T.51/17R sailplanes
2013-10-01		Spectrolab Nightsun XP Searchlight	Appliance: See AD
2013-10-51	E	Eurocopter France	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters

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Biweekly 2013-11

2013-10-05		Eurocopter Deutschland GmbH	MBB-BK 117 C-2 helicopters
2013-11-02		Aircraft Industries a.s.	L-420
2013-11-09	S 2001-08-14R1	Turbomeca S.A.	Arrius 2B1 and 2F turboshaft engines

Biweekly 2013-12

2013-10-04	S 82-16-05 R1	Piper Aircraft, Inc.	PA-31, PA-31-325, and PA-31-350
2013-11-01		Iniziativa Industriali Italiane S.p.A.	Sky Arrow 650 TC, Sky Arrow 650 TCN, Sky Arrow 650TCS, and Sky Arrow 650TCNS
2013-11-05		Bell	214B, 214B-1, and 214ST helicopters
2013-11-13		Rolls-Royce plc	Viper Mk. 601-22 turbojet engines

Biweekly 2013-13

2013-06-51		Goodrich	Appliance: See AD
2013-11-08	S 2011-01-14	Pilatus Aircraft Ltd.	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
2013-11-10		Cessna Aircraft Company	LC40-550FG, LC41-550FG, and LC42-550FG
2013-11-11	S 2000-04-01	Cessna Aircraft Company	172R, 172S, 182S, 182T, T182T, 206H and T206H
2013-11-15		Eurocopter Deutschland GmbH	BO-105A, BO-105C, BO-105S, BO-105LS A-1, BO 105 LS A-3, EC135 P1, EC135 P2, EC135 P2+, EC135 T1, EC135 T2, EC135 T2+, MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2, and MBB-BK117 C-1, MBB-BK117 C-2 helicopters
2013-12-04		Eurocopter France	EC 155B, EC155B1, SA-366G1, SA-365N, SA-365N1, AS-365N2, and AS 365 N3 helicopters
2013-12-07		Bell Helicopter Textron Canada	407 helicopters
2013-13-02		B-N Group Ltd.	BN-2, BN-2A, BN2A MK. III, BN2A MK. III-2, BN2A MK. III-3, BN-2A-2, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN-2T, and BN-2T-4R

Biweekly 2013-14

2012-23-13	COR	Sikorsky Aircraft Corporation	S-70, S-70A, and S-70C helicopters
2013-12-06		Eurocopter Deutschland	MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, and MBB-BK 117 C-2 helicopters
2013-13-01		Piper Aircraft, Inc.	PA-46-310P (Malibu), PA-46-350P (Mirage), PA-46R-350T (Matrix), and PA-46-500TP (Meridian)
2013-13-10		Pilatus Aircraft Ltd.	PC-7
2013-13-14		See AD	See AD

Biweekly 2013-15

2013-10-51		Eurocopter France	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters
2013-12-05		Eurocopter Deutschland GmbH	MBB-BK 117 C-2 helicopters
2013-14-01		Pilatus Aircraft Ltd.	PC-6/B2-H4
2013-14-08		Austro Engine GmbH	E4 engines
2013-15-03		Eurocopter France	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D and AS350D1 helicopters
2013-15-04		Hartzell Propeller, Inc.	HC-(1,D)2(X,V,MV)20-7, HC-(1,D)2(X,V,MV)20-8, and HC-(1,D)3(X,V,MV)20-8 propellers

Biweekly 2013-16

2013-13-06		See AD	See AD
2013-15-02	S 2008-10-03	Bell Helicopter Textron	205A, 205A-1, 205B, 210, 212, 412, 412CF, and 412EP helicopters
2013-16-06		Eurocopter Deutschland GmbH	BO-105A, BO-105C, BO-105LS A-1, BO-105LS A-3, and BO-105S helicopters

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

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Biweekly 2013-17

2011-22-05	COR, S 2003-22-06	EUROCOPTER FRANCE	AS350B, B1, B2, B3, BA, C, D, D1, AS355E, F, F1, F2, N, and NP helicopters
2012-11-02	COR, S 2008-22-51	Eurocopter Deutschland GmbH	EC135 helicopters
2012-25-04	COR, S 2012-21-51	Eurocopter France	AS350B3 helicopters
2013-15-19	S 2013-07-12	BRP Powertrain GmbH & Co KG Rotax	Rotax 912F, Rotax 912S, Rotax 914F, Rotax 912F, 912S, and 914F engines
2013-16-01		Beechcraft Corporation and Hawker Beechcraft Corporation	See AD
2013-16-04		Eclipse Aerospace, Inc.	EA500
2013-16-07		Eurocopter France	AS332C, AS332L, AS332L1, AS332L2, and EC225LP helicopters
2013-16-10		Hamilton Standard Division and Hamilton Sundstrand Corporation	See AD
2013-16-13		Eurocopter Deutschland GmbH	O-105A, BO-105C, BO-105S, BO-105LS A-1, BO-105LS A-3, MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK117 B-1, MBB-BK 117 B-2, and MBB-BK 117 C-1 helicopters
2013-16-16		Agusta S.p.A. and Bell Helicopter Textron Helicopters	See AD
2013-16-19		Eurocopter France	EC120B and EC130B4 helicopters
2013-16-20		Eurocopter Deutschland GmbH	MBB-BK 117 C-2 helicopters
99-07-10 R1		PIAGGIO AERO INDUSTRIES S.p.A	P-180

Biweekly 2013-18

2013-10-04	COR	Piper Aircraft, Inc.	PA-31, PA-31-325, and PA-31-350 airplanes
2013-16-05	S 64-07-05	Alexander Schleicher	AS -K13, Ka2B, Ka 6, Ka 6 B, Ka 6 BR, Ka 6 C, Ka 6 CR, K7, K8, and K 8 B sailplanes
2013-16-14		Eurocopter Deutschland	EC135 P1, P2, P2+, T1, T2, and T2+ helicopters
2013-17-01		Eurocopter France	AS350B, AS350BA, AS350B1, AS350B2, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, and AS355F2; AS350B3; AS355N and AS355NP helicopters
2013-17-04		Various Aircraft	Equipped with a Rotax Aircraft Engines 912 A series engine (See AD)
2013-18-03		Bell Helicopter Textron Canada	206A and 206B; 206L helicopters

Biweekly 2013-19

2013-13-01	COR	Piper Aircraft, Inc.	PA-46-310P (Malibu), PA-46-350P (Mirage), PA-46R-350T (Matrix), PA-46-500TP (Meridian)
2013-16-03		Eurocopter France	AS350C, D, D1, B, BA, B1, B2, and B3; and AS355E, F, F1, F2, N, and NP helicopters
2013-18-01		Eurocopter France	C 155B, EC155B1, SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1 helicopters
2013-18-04		Piaggio Aero Industries S.p.A	P-180
2013-18-05		Eurocopter Deutschland GmbH	EC135P1, EC135P2, EC135P2+, EC135T1, EC135T2, and EC135T2+ helicopters
2013-18-06		Bell Helicopter Textron Canada Limited	206A, 206B, 206L, 206L-1, 206L-3, 206L-4, 222, 222B, 222U, 230, 407, 427, and 430 helicopters
2013-18-07	S 76-12-07	Bell Helicopter Textron	204B and 205A-1 helicopters
2013-19-01		AgustaWestland S.p.A.	A119 and AW119 MKII helicopters

Biweekly 2013-20

2013-15-01		AgustaWestland S.p.A.	AB139 and AW139 helicopters
2013-19-05		Bell Helicopter Textron, Inc.	214B, 214B-1, and 214ST helicopters
2013-19-06		Robinson Helicopter Company	R22, R22 Alpha, R22 Beta, and R22 Mariner helicopters
2013-19-07		Eurocopter France	SA-365N, SA-365N1, AS-365N2, AS 365 N3, EC 155B, EC155B1, AS332C, AS332L, AS332L1, AS332L2, and EC225LP helicopters
2013-19-16		Sikorsky Aircraft Corporation	S-92A helicopters
2013-19-19		Eurocopter France	AS332C, AS332L, AS332L1, AS332L2, and EC225LP helicopters

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2013-20-51		AgustaWestland S.p.A	A109A, A109A II, A109C, A109E, A109K2, A109S, AW109SP, A119, and AW119 MKII helicopters
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Biweekly 2013-21

Due to the partial shutdown of the US Government, there were no AD's published in this Bi-weekly period.

Biweekly 2013-22

2013-19-24	S 2003-08-51	MD Helicopters, Inc.	369A, 369D, 369E, 369H, 369HE, 369HM, 369HS, 369F and 369FF helicopters
2013-20-01		Agusta	A109A, A109AII, and A109C helicopters
2013-20-02		Bell	230 helicopters
2013-20-03		Bell	430 helicopters
2013-20-05		Bell	407 helicopters
2013-20-15	S 97-19-10	Erickson Air-Crane Incorporated	CH-54A helicopters
2013-20-16		MD Helicopters, Inc.	MD 900 helicopters
2013-20-18		Bell Helicopter Textron, Inc.	412, 412EP, and 412CF helicopters
2013-20-51	S 2009-05-09	AgustaWestland S.p.A	A109A, A109A II, A109C, A109E, A109S, A109K2, AW109SP, A119 and AW119 MKII helicopters
2013-21-01		Eurocopter France	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters
2013-21-02	S 2012-24-09	Lycoming and Continental Motors, Inc.	See Ad
2013-21-05		Eurocopter Deutschland GmbH	EC135 P1, P2, P2+, T1, T2, and T2+ helicopters
2013-22-01		Bell Helicopter Textron Canada	206L-4 and 407 helicopters

Biweekly 2013-23

2013-20-13		Bell	206B, 206A; and 206L helicopters
2013-20-17		Eurocopter Deutschland GMBH	BO105C (C-2 and CB-2 Variants) and BO105S (CS-2 and CBS-2 Variants) helicopters
2013-22-12		DG Flugzeugbau GmbH	DG-800A, DG-800B, and DG-500MB gliders
2013-22-13		PILATUS Aircraft Ltd.	PC-7
2013-22-14		DG Flugzeugbau GmbH	DG-1000T gliders
2013-22-15		Sikorsky Aircraft Corporation	S-76A, S-76B, and S-76C helicopters
2013-22-16		Agusta S.p.A.	AW139 helicopters
2013-22-17		Eurocopter France	AS332C, AS332L, AS332L1, AS332L2, and EC225LP helicopters
2013-22-20		Embraer	EMB-505
2013-22-21		Bell Helicopter Textron, Inc.	206A, 206B, 206L, 206L-1, 206L-3, 206L-4, and 407 helicopters
2013-22-22	S 2013-01-07	Turbomeca S.A.	Arriel 2D turboshaft engines
2013-22-23		Aermacchi S.p.A.	F.260, F.260B, F.260C, F.260D, F.260E, and F.260F, S.208 and S.208A



2013-20-13 Bell Helicopter Textron Canada Limited (Bell): Amendment 39-17619; Docket No. FAA-2013-0488; Directorate Identifier 2008-SW-002-AD.

(a) Applicability

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

- (1) Bell Model 206B, serial number (S/N) 004 through 4675, including helicopters converted from Model 206A; and
- (2) Bell Model 206L, S/N 45001 through 45153, and 46601 through 46617.

(b) Unsafe Condition

This AD defines the unsafe condition as a third stage turbine vibration, which could result in turbine failure, engine power loss, and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective December 10, 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 30 days:

- (1) For Model 206B helicopters:
 - (i) Revise the Operating Limitations section of the Model 206B Rotorcraft Flight Manual (RFM) by inserting Section 1, Operating Limitations, page 1-2A, of Bell BHT-206B-FM-1, revision B-50, dated December 8, 2008.
 - (ii) Remove placard part number (P/N) 230-075-213-121, if installed.
 - (iii) Install placard P/N 230-075-213-125, or equivalent, on the instrument panel directly below the dual tachometer.
- (2) For Model 206L helicopters:
 - (i) Revise the Operating Limitations section of the Model 206L RFM by inserting Section 1, Operating Limitations, page 1-4B, of Bell BHT-206L-FM-1, revision 28, dated December 8, 2008.
 - (ii) Remove placard P/N 230-075-213-123, if installed.
 - (ii) Install placard P/N 230-075-213-127, or equivalent, on the instrument panel below the dual tachometer.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Chinh Vuong, Aviation Safety Engineer, Safety Management Group, Rotorcraft

Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email chinh.vuong@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 Alert Service Bulletin (ASB) No. 206-07-115, Revision C, dated February 4, 2009, and Bell ASB No. 206L-07-146, Revision B, dated March 3, 2009, which are not incorporated by reference, contain 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 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 Transport Canada Civil Aviation (TCCA) AD No. CF-2007-13R2, dated December 9, 2009. You may view the TCCA AD on the internet in the AD Docket at <http://www.regulations.gov>.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 7250: Turbine Section.

(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) Page 1-2A of Section 1, Operating Limitations, of Bell Rotorcraft Flight Manual BHT-206B-FM-1, Revision B-50, dated December 8, 2008.

(ii) Page 1-4B of Section 1, Operating Limitations, of Bell Rotorcraft Flight Manual BHT-206L-FM-1, Revision 28, dated December 8, 2008.

(3) For Bell 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, 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 September 25, 2013.

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



2013-20-17 Eurocopter Deutschland GMBH (ECD): Amendment 39-17623; Docket No. FAA-2013-0519; Directorate Identifier 2010-SW-068-AD.

(a) Applicability

This AD applies to ECD Model BO105C (C-2 and CB-2 Variants) and BO105S (CS-2 and CBS-2 Variants) helicopters with a third stage turbine wheel, part number 23065833, installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a third stage turbine vibration, which could result in turbine failure, engine power loss and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective December 13, 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 30 days:

(1) For BO105C-2 and BO105CS-2 Variant helicopters, revise the Rotorcraft Flight Manual (RFM), Section 2, Limitations Section, by inserting page 2-25 of ECD Flight Manual BO 105 C/CS, revision 5, dated March 12, 2010.

(2) For BO105CB-2 and BO105CBS-2 Variant helicopters, revise the RFM, Section 2, Limitations Section, by inserting pages 2-8 and 2-27 of ECD Flight Manual BO 105 CB/CBS, revision 8, dated March 12, 2010.

(3) Install a placard on the instrument panel next to the triple RPM indicator that states: MIN. CONTINUOUS 98% N2-MIN. TRANSIENT 95% N2.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Chinh Vuong, Aviation Safety Engineer, Safety Management Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email chinh.vuong@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) ECD Alert Service Bulletin No. BO105-60-110, Revision 1, dated March 3, 2010, 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 (EASA) AD No. 2010-0128, dated June 25, 2010. You may view the EASA AD on the internet in the AD Docket at <http://www.regulations.gov>.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 7250: Turbine Section.

(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) Page 2-25 of Section 2, Limitations, of Eurocopter Deutschland GmbH Flight Manual BO 105 C/CS, Revision 5, dated March 12, 2010.

(ii) Pages 2-8 and 2-27 of Section 2, Limitations, of Eurocopter Deutschland GmbH Flight Manual BO 105 CB/CBS, Revision 8, dated March 12, 2010.

(3) For Eurocopter 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 review a copy of this service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(5) You may also 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 September 20, 2013.

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



2013-22-12 DG Flugzeugbau GmbH: Amendment 39-17644; Docket No. FAA-2013-0927; Directorate Identifier 2012-CE-036-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective November 18, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to DG Flugzeugbau GmbH DG-800A, DG-800B, and DG-500MB gliders, all serial numbers, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 80: Engine Starting.

(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 a defective starter motor control, which could activate the starter motor without pressing the starter button. We are issuing this AD to prevent sudden propeller rotation, which could result in injury to the pilot and/or other persons.

(f) Actions and Compliance

Unless already done, do the actions in paragraphs (f)(1) and (f)(2) of this AD:

(1) Within 10 days after November 18, 2013 (the effective date of this AD), inspect to determine if an unmodified starter control unit is installed. If an unmodified starter control unit is installed, remove the unit and replace it with a modified unit. Do the removal and replacement following the Instructions section of DG Flugzeugbau GmbH Technical note No. 800/42, 500/06 (co-published as one document), dated May 29, 2013.

(2) As of November 18, 2013 (the effective date of this AD), do not install any starter motor control unit unless it has been modified and labeled with placard "MS."

(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: Jim Rutherford, Aerospace Engineer, FAA, Small Airplane

Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4165; fax: (816) 329-4090; email: jim.rutherford@faa.gov. Before using any approved AMOC on any glider 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. 2013-0212, dated September 13, 2013, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2013-0927. For service information related to this AD, contact DG-Flugzeugbau GmbH, 76646 Bruchsal, Germany; telephone: +49 7251 3020 140; fax: +49 7251 3020 269; Internet: <http://www.dg-flugzeugbau.de/index.php?id=1329>; email: dirks@dg-flugzeugbau.de. 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.

(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) DG Flugzeugbau GmbH Technical note No. 800/42, dated May 29, 2013.

(ii) DG Flugzeugbau GmbH Technical note No. 500/06, dated May 29, 2013.

Note 1 to paragraph (i)(2): DG Flugzeugbau GmbH Technical note No. 800/42, dated May 29, 2013, and DG Flugzeugbau GmbH Technical note No. 500/06, dated May 29, 2013, are co-published as one document.

(3) For DG-Flugzeugbau GmbH service information identified in this AD, contact DG-Flugzeugbau GmbH, 76646 Bruchsal, Germany; telephone: +49 7251 3020 140; fax: +49 7251 3020 269; Internet: <http://www.dg-flugzeugbau.de/index.php?id=1329>; email: dirks@dg-flugzeugbau.de.

(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 October 24, 2013.

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



2013-22-13 PILATUS Aircraft Ltd.: Amendment 39-17645; Docket No. FAA-2013-0928; Directorate Identifier 2013-CE-036-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective November 29, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to PILATUS Aircraft Ltd. Model PC-7 airplanes, manufacturers' serial numbers (MSN) 101 through 618, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 24: Electrical Power.

(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 chafing on the wiring harness attached to the engine mounting frame on the right-hand side of the engine compartment. We are issuing this AD to prevent a short circuit, which could result in fire in the engine compartment.

(f) Actions and Compliance

Unless already done, do the actions specified in paragraphs (f)(1) and (f)(2) of this AD.

(1) Within the next 90 days after November 29, 2013 (the effective date of this AD), visually inspect the wiring harness and the flexile duct in the engine compartment for signs of chafing following the Accomplishment Instructions in PILATUS Aircraft Ltd. PC-7 Service Bulletin No. 24-009, dated September 6, 2013.

(2) If, during the inspection required in paragraph (f)(1) of this AD, any signs of chafing are found, before further flight, take all necessary corrective actions following the Accomplishment Instructions in PILATUS Aircraft Ltd. PC-7 Service Bulletin No. 24-009, dated September 6, 2013.

(g) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane

Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090; email: doug.rudolph@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

(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 MCAI Federal Office of Civil Aviation (FOCA) AD HB-2013-009, dated October 7, 2013, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2013-0928.

(i) Material Incorporated by Reference

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

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

(i) PILATUS Aircraft Ltd. PC-7 Service Bulletin No. 24-009, dated September 6, 2013.

(ii) Reserved.

(3) For PILATUS Aircraft Ltd. service information identified in this AD, contact PILATUS AIRCRAFT LTD., Customer Technical Support (MCC), P.O. Box 992, CH-6371 STANS, Switzerland; telephone: +41 (0)41 619 67 74; fax: +41 (0)41 619 67 73; Internet: <http://www.pilatus-aircraft.com> or email: Techsupport@pilatus-aircraft.com.

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

(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 October 24, 2013.

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



2013-22-14 DG Flugzeugbau GmbH: Amendment 39-17646; Docket No. FAA-2013-0929; Directorate Identifier 2013-CE-031-AD.

(a) Effective Date

This AD is effective November 25, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to DG Flugzeugbau GmbH Model DG-1000T gliders, all serial numbers, that are:

- (1) equipped with a Solo Kleinmotoren Model 2350 C engine; and
- (2) certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 72: Engine.

(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 engine shaft failure and consequent propeller detachment. We are issuing this AD to prevent engine shaft failure and propeller detachment, which could result in damage to the glider and injury to persons on the ground.

(f) Actions and Compliance

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

(1) As of November 25, 2013 (the effective date of this AD), do not operate the engine unless the engine is modified following instructions that are approved by the FAA specifically for this AD. Contact the FAA office identified in paragraph (g)(1) of this AD to get more information about obtaining such instructions.

(2) As of November 25, 2013 (the effective date of this AD), place a copy of this AD into the limitations section of the aircraft flight manual (AFM).

(3) Modifying the engine following instructions approved by the FAA specifically for this AD removes the prohibited engine operation required in paragraph (f)(1) of this AD and removes the requirement to incorporate this AD into the limitations section of the AFM.

(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: Jim Rutherford, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4165; fax: (816) 329-4090; email: jim.rutherford@faa.gov. Before using any approved AMOC on any glider 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.: 013-0217-E, dated September 16, 2013, for related information. For information about the technical content of the requirements in this AD, contact Solo Kleinmotoren GmbH, Postfach 60 01 52, D 71050 Sindelfingen, Germany; telephone: +49 07031-301-0; fax: +49 07031-301-136; email: aircraft@solo-germany.com; Internet: <http://aircraft.solo-online.com>. You may examine the MCAI in the AD docket on the Internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2013-0929.

Issued in Kansas City, Missouri, on October 24, 2013.
Earl Lawrence,
Manager, Small Airplane Directorate,
Aircraft Certification Service.



2013-22-15 Sikorsky Aircraft Corporation: Amendment 39-17647; FAA-2013-0514; Directorate Identifier 2012-SW-068-AD.

(a) Applicability

This AD applies to Model S-76A, S-76B, and S-76C helicopters with a serial number up to and including 760822 and with a spindle cuff assembly, part number (P/N) 76102-08001-043, -045 or -046, or a blade fold cuff assembly, P/N 76150-09601-041, installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a crack in a spindle cuff assembly or blade fold cuff assembly. This condition could result in failure of a spindle cuff assembly or blade fold cuff assembly, loss of a rotor blade, and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective December 13, 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 150 hours time-in-service (TIS):

(1) For each spindle cuff assembly or blade cuff assembly with 1,900 or more hours TIS, conduct a nondestructive inspection (NDI) by following the Accomplishment Instructions, paragraph 3.B., of Sikorsky S-76 Alert Service Bulletin ASB 76-65-67A, Revision A, dated July 18, 2012 (ASB), except this AD does not require you to contact Sikorsky Aircraft Corporation. This inspection must be done by a level 2 or higher technician with National Aerospace Standard 410 or equivalent certification.

(2) For each spindle cuff assembly or blade cuff assembly with less than 1,900 hours TIS, visually inspect the area indicated in Figure 4 of the ASB as "white paint application area" for a crack by using a 5x or higher power magnifying glass.

(3) If there is a crack, before further flight, replace the cracked part.

(4) If there is no crack, apply white paint by following the Accomplishment Instructions, paragraph 3.D., of the ASB.

(5) Do not install an affected spindle cuff assembly or blade fold cuff assembly on any helicopter unless it has been inspected in accordance with paragraphs (e)(1) through (e)(4) of this AD.

(f) Special Flight Permit

Special flight permits will not be issued.

(g) Alternative Methods of Compliance (AMOC)

(1) The Manager, Boston Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Nicholas Faust, Aviation Safety Engineer, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, Massachusetts 01803; telephone (781) 238-7763; email nicholas.faust@faa.gov.

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

(h) Subject

Joint Aircraft Service Component (JASC) Code: 6220 Main Rotor Head.

(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 ASB 76-65-67A, Revision A, dated July 18, 2012.

(ii) Reserved.

(3) For service information identified in this AD, contact Sikorsky Aircraft Corporation, Attn: Manager, Commercial Technical Support, mailstop s581a, 6900 Main Street, Stratford, CT 06614; telephone (800) 562-4409; email tsslibrary@sikorsky.com; or at <http://www.sikorsky.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 October 24, 2013.

Kim Smith,
Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2013-22-16 Agusta S.P.A. (Type Certificate Currently Held By Agustawestland) Helicopters:
Amendment 39-17648; Docket No. FAA-2012-0529; Directorate Identifier 2011-SW-050-AD.

(a) Applicability

This AD applies to Agusta S.p.A. Model AW139 helicopters, serial numbers 31248, 31249, 41001 through 41023, 41201 through 41234, 41236, 41237 through 41255 (except 41240, 41242, 41246, 41249, 41251, and 41252), and 41257, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as intermittent noise through the audio system during flight caused by improper installation of solder splices on the co-pilot's audio panel. This condition could result in degradation and complete loss of communications between the pilot and co-pilot during flight, impairing the co-pilot's capability to react immediately to operational difficulties, which could lead to subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective December 13, 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 Action

Within 500 hours time-in-service or 5 months, or in the event of an AVIONICS FAULT crew alerting system (CAS) message, whichever occurs first, replace each co-pilot audio panel solder splice listed in Tables 1 and 2 of Agusta Bollettino Tecnico No. 139-249, dated July 13, 2011 (BT), by following the procedures in paragraphs 7.1 through 7.11. and Figures 12, 14, and 15 of the BT.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: John VanHoudt, Aerospace Engineer, FAA, Rotorcraft Directorate, Regulations and Policy Group, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5110, email john.vanhoudt@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) The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2011-0140, dated July 20, 2011. You may view the EASA AD on the Internet at <http://www.regulations.gov> in Docket No. FAA-2012-0529.

(h) Subject

Joint Aircraft System Component (JASC) Code: 2397: Communications System Wiring.

(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) Agusta Bollettino Tecnico No. 139-249, dated July 13, 2011.

(ii) Reserved.

(3) For Agusta service information identified in this AD, contact Agusta Westland, Customer Support & Services, Via Per Tornavento 15, 21019 Somma Lombardo (VA) Italy, ATTN: Giovanni Cecchelli; telephone 39-0331-711133; fax 39 0331 711180; or at <http://www.agustawestland.com/technical-bulletins>.

(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 October 25, 2013.

Kim Smith,
Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2013-22-17 Eurocopter France: Amendment 39-17649; Docket No. FAA-2013-0479; Directorate Identifier 2011-SW-070-AD.

(a) Applicability

This AD applies to Eurocopter France (Eurocopter) Model AS332C, AS332L, AS332L1, AS332L2, and EC225LP helicopters with an intermediate gearbox (IGB) fairing, part number (P/N) 332A24-0303-0501, P/N 332A24-0303-0601, P/N 332A081391.00, or P/N 332A081391.01 installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a crack in the IGB fairing, which could result in separation of the IGB fairing from its attachment supports, resulting in interference with the tail rotor (T/R) inclined driveshaft, failure of the T/R inclined driveshaft, and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective December 9, 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 15 hours time-in-service (TIS), and thereafter at intervals not to exceed 15 hours TIS:

(1) For all helicopters, inspect the IGB fairing and both attachment supports for a crack. If there is a crack, replace the cracked part with an airworthy part.

(2) For helicopters with an IGB fairing, part number (P/N) 332A24-0303-0501 or P/N 332A24-0303-0601, installed, inspect the IGB fairing gutter (gutter) for a crack. If there is a crack, replace the gutter with an airworthy gutter, and inspect the IGB fairing for separation, or interference between the gutter and the T/R inclined drive shaft, hydraulic pipes, or flight controls.

(i) If there is interference between the gutter and the T/R inclined drive shaft tube, replace the T/R inclined drive shaft tube and the IGB fairing/gutter assembly with an airworthy T/R inclined drive shaft tube and IGB fairing/gutter assembly.

(ii) If there is interference between the gutter and the hydraulic pipes, replace the IGB fairing/gutter assembly with an airworthy IGB fairing/gutter assembly. Inspect the hydraulic pipes for a dent, score, distortion, or chafing. If there is a dent, score, distortion, or chafing, replace the affected hydraulic pipe with an airworthy hydraulic pipe.

(iii) If there is interference between the gutter and the flight controls, replace the IGB fairing/gutter assembly with an airworthy IGB fairing/gutter assembly. Inspect the cables on the left hand side of the pylon, the quadrant on which the cables are coiled, the flight control lever, the rod,

and the T/R servo-control operating mechanism for friction, chafing, broken strands, buckling, distortion, or scoring. If there is any friction, chafing, broken strands, buckling, distortion, or scoring, replace the affected flight control component with an airworthy flight control component.

(iv) If there is any separation of the gutter, replace the IBG fairing/gutter assembly with an airworthy fairing/gutter assembly.

(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

(1) Eurocopter Emergency Alert Service Bulletin (EASB) No. 53.01.47 for Model AS 332 helicopters, EASB No. 53.00.48 for Model AS532 helicopters, and EASB No. 53A001 for Model EC225 and EC725 helicopters, all revision 4, dated September 27, 2011, which are not incorporated by reference, contain 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 (EASA) Emergency AD No. 2011-0189-E, dated September 29, 2011. You may view the EASA AD on the internet in Docket No. FAA-2013-0479 at <http://www.regulations.gov>.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 5350: Aerodynamic Fairings.

Issued in Fort Worth, Texas, on October 24, 2013.

Kim Smith,
Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2013-22-20 Embraer–Empresa Brasileira de Aeronautica S.A.: Amendment 39-17652; Docket No. FAA-2013-0936; Directorate Identifier 2013-CE-033-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective November 8, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Embraer S.A. Models EMB-505 airplanes, all serial numbers, that are:

- (1) Equipped with a part number (P/N) DAP00097-01 or P/N DAP00097-02 brake assembly;
- and
- (2) 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) issued by the aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as cracking in the stator pressure plate of the brake assembly, which may lead to loss of brake parts on the runway. We are issuing this AD to detect and correct cracking of the stator pressure plate and possible loss of brake parts on the runway, which could result in reduced brake capability and a possible runway excursion.

(f) Actions and Compliance

Unless already done, do the following actions in paragraphs (f)(1) through (f)(9) of this AD, including all subparagraphs.

(1) If the number of cycles is unknown, calculate the compliance times of cycles in this AD by using hours time-in-service (TIS). Multiply the number of hours TIS on the brake assembly by .71 to come up with the number of cycles. For the purposes of this AD some examples are below:

- (i) 500 hours TIS equates to 355 cycles; and
- (ii) 12 hours equates to 9 cycles.

(2) Do a general visual inspection (GVI) for cracks in the stator pressure plate on both the left hand (LH) and right hand (RH) brake assemblies following the Accomplishment Instructions in Embraer Phenom Alert Service Bulletin No. 505-32-A011, dated September 13, 2013. Use the compliance times in paragraphs (f)(2)(i) and (f)(2)(ii):

(i) For brake assemblies with 300 flight cycles or less since new or since the last overhaul: Before or upon accumulating 150 flight cycles or within the next 30 flight cycles, whichever occurs later, and repetitively thereafter at intervals not to exceed 60 flight cycles or the next tire change, whichever occurs first.

(ii) For brake assemblies with more than 300 flight cycles since new or since the last overhaul: Within the next 10 flight cycles and repetitively thereafter at intervals not to exceed 60 flight cycles or the next tire change, whichever occurs first.

(3) If no cracks are found during any of the inspections required in paragraph (f)(2) of this AD, continue the repetitive inspection intervals required in paragraph (f)(2) of this AD, including all subparagraphs.

(4) If during any of the inspections required in paragraph (f)(2) of this AD, including all subparagraphs, any crack is found in the stator pressure plate, before further flight, do a detailed inspection (DET) following the Accomplishment Instructions in Embraer Phenom Alert Service Bulletin No. 505-32-A011, dated September 13, 2013.

(5) If no cracks beyond the acceptable limits are found during the DET required in paragraph (f)(4) of this AD, continue the repetitive inspection intervals required in paragraph (f)(2) in this AD, including all subparagraphs.

(6) If cracks that exceed the acceptable limits are found during the DET required in paragraph (f)(4) of this AD, before further flight, repair the brake assembly following Appendix 2 of Embraer Phenom Alert Service Bulletin No. 505-32-A011, dated September 13, 2013; or replace the brake assembly with a brake assembly that has been inspected and found free of cracks that exceed the acceptable limits following the Accomplish Instructions of Embraer Phenom Alert Service Bulletin No. 505-32-A011, dated September 13, 2013. After repair or replacement of the brake assembly, the brake assembly is subject to the inspections required in paragraphs (f)(2), including all subparagraphs, of this AD.

Note 1 to paragraph (f)(6) of this AD: Appendix 2 of Embraer Phenom Alert Service Bulletin No. 505-32-A011, dated September 13, 2013, includes Meggitt Aircraft Braking System Service Bulletin No. SB-32-1625, dated September 13, 2013.

(7) For the purposes of this AD, a GVI is a visual examination of an interior or exterior area, installation or assembly, to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance, unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or drop-light. It may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked.

(8) For the purposes of this AD, a DET is an intensive examination of a specific item, installation or assembly, to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate access procedures may be required.

(9) After the effective the date of this AD, do not install on any airplane a brake assembly P/N DAP00097-01 or P/N DAP00097-02 unless it is inspected per the requirements of this AD and continues to be crack free or the cracks do not exceed the allowable limits.

(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: Jim Rutherford, Aerospace Engineer, FAA, Small Airplane

Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4165; fax: (816) 329-4090; email: jim.rutherford@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.

(h) Related Information

Refer to MCAI Agencia Nacional De Aviacao Civil (ANAC) AD No.: 2013-09-01, dated September 26, 2013, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2013-0936.

(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) Embraer Phenom Alert Service Bulletin No. 505-32-A011, dated September 13, 2013.

(ii) Reserved.

(3) For service information identified in this AD, contact EMBRAER S.A., Phenom Maintenance Support, Avenida Brigadeiro Faria Lima, 2170, Putim, CEP: 12227-901, Sao Jose dos Campos, Sao Paulo, Brasil; phone: (+55 12) 3927-1000; Fax: (+55 12) 3927-6600, Ext. 1448; email: phenom.reliability@embraer.com.br; Internet: <http://www.embraerexecutivejets.com/en-US/customer-support/Pages/Service-Center-Network.aspx>.

(4) 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.

(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 October 30, 2013.

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



2013-22-21 Bell Helicopter Textron, Inc.: Amendment 39-17653; Docket No. FAA-2013-0481; Directorate Identifier 2011-SW-003-AD.

(a) Applicability

This AD applies to Bell Helicopter Textron, Inc. (Bell), Model 206A, 206B, 206L, 206L-1, 206L-3, 206L-4, and 407 helicopters with an Apical Industries, Inc. (Apical), emergency float kit installed under Supplemental Type Certificate (STC) Number SR01535LA, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as incorrectly installed float inflation hoses, which could result in failure of the emergency floats to inflate fully during an emergency.

(c) Effective Date

This AD is effective December 13, 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) Within 45 hours time-in-service:

(i) Inspect each float inflation hose port fitting at the left-hand (LH) and right-hand (RH) forward crosstube saddles for corrosion, damage, or a bend in the tubing greater than 5 degrees from their original position.

(A) If there is corrosion that has penetrated the base material more than .010 inch, or damage that has removed more than .010 inch of base material, before further flight, replace the port fitting.

(B) If there is a bend in the port fitting tubing greater than 5 degrees from the original position of the tube, bend the port fitting back to its original position to enable complete sealing of the port fitting adapter.

(ii) Inspect the position of each float inflation hose for proper connection and routing to the LH and RH port fittings. If the position of any float inflation hose is not as shown in figure 2 of Apical Alert Service Bulletin No. SB2010-03, Revision C, dated December 21, 2011 (ASB SB2010-03), before further flight, correct the installation of the float inflation hose at the port fitting.

(iii) Install a marking label on the LH and RH port fittings as shown in figures 3 and 4 of ASB SB2010-03 and seal the marking label with clear shrink tubing.

(2) Within 6 months:

(i) Remove each hose connecting the aft float to the port fitting, part number (P/N) 602.1417 for Model 206A and 206B helicopters, P/N 602.1420 for Model 206L, 206L-1, 206L-3, and 206L-4 helicopters, or P/N 602.1413 for Model 407 helicopters, from each skid tube.

(ii) Install a port fitting adaptor, P/N 614.8709, onto the straight line fitting on the LH and RH port fittings as depicted in figure 6 of ASB SB2010-03.

(iii) Install an aft float hose, P/N 602.1430 for Model 206A and 206B helicopters, P/N 602.1431 for Model 206L, 206L-1, 206L-3, and 206L-4 helicopters, or P/N 602.1429 for Model 407 helicopters, to each port fitting adaptor and aft float.

(3) Do not install a hose, P/N 602.1417 for Model 206A and 206B helicopters, P/N 602.1420 for Model 206L, 206L-1, 206L-3, and 206L-4 helicopters, or P/N 602.1413 for Model 407 helicopters, on any helicopter.

(f) Alternative Methods of Compliance (AMOC)

(1) The Manager, Los Angeles Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Venessa Stiger, Cabin Safety/Mechanical & Environmental Systems, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, FAA, 3960 Paramount Blvd., Lakewood, California 90712-4137; telephone (562) 627-5337; email venessa.stiger@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

STC No. SR01535LA, amended February 2, 2007, may be found on the internet in the AD Docket at <https://www.regulations.gov> in Docket No. FAA-2013-0481.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 3212: Emergency Flotation Section.

(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) Apical Alert Service Bulletin No. SB2010-03, Revision C, dated December 21, 2011.

(ii) Reserved.

(3) For Apical service information identified in this AD, contact Apical Industries, Inc., 2608 Temple Heights Drive, Oceanside, CA 92056-3512; telephone (760) 724-5300; fax: (760) 758-9612; or at www.apicalindustries.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 also 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 October 30, 2013.

Kim Smith,
Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2013-22-22 Turbomeca S.A.: Amendment 39-17654; Docket No. FAA-2012-0940; Directorate Identifier 2012-NE-26-AD.

(a) Effective Date

This AD is effective December 20, 2013.

(b) Affected ADs

This AD supersedes AD 2013-01-07, Amendment 39-17321 (78 FR 6725, January 31, 2013).

(c) Applicability

This AD applies to all Turbomeca S.A. Arriel 2D turboshaft engines.

(d) Unsafe Condition

This AD was prompted by further cases of deterioration of hydromechanical metering unit (HMU) rotating components. We are issuing this AD to prevent an uncommanded in-flight shutdown of the engine and possible loss of the helicopter.

(e) Compliance

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

(1) Replace inter-pump complete sleeve, and visually inspect the complete sleeve female splines and HMU high-pressure (HP) pump and low-pressure (LP) pump male splines for corrosion, scaling, cracks, and wear, at the following:

(i) Before exceeding 400 HMU operating hours since new if the HMU has 375 or fewer operating hours on the effective date of this AD; or

(ii) Within 25 HMU operating hours if the HMU has more than 375 operating hours on the effective date of this AD.

(iii) Thereafter, at intervals not to exceed 400 HMU operating hours.

(iv) Guidance on replacing the complete sleeve and inspecting the complete sleeve female splines, and HP and LP male splines, can be found in Turbomeca Technical Instruction No. 292 73 2847.

(v) If the HMU does not pass the initial or repetitive visual inspections required by paragraph (e)(1) of this AD, then before the next flight, replace the affected HMU with an HMU eligible for installation.

(2) Replace the rotating components of the HP and LP pumps, including the complete sleeve, or replace the HMU with an HMU eligible for installation at the following:

(i) Before exceeding 800 HMU operating hours since new; or

(ii) Within 800 HMU operating hours since last replacement of LP and HP fuel pumps rotating components; whichever occurs later.

(iii) Thereafter, replace the LP and HP fuel pump rotating components or the HMU within every 800 HMU operating hours.

(iv) Guidance for completing the requirements of paragraph (e)(2) can be found in Turbomeca S.A. Alert Mandatory Service Bulletin (MSB) No. A292 73 2847.

(f) Credit for Previous Actions

If before the effective date of this AD, you complied with Turbomeca S.A. Alert MSB No. A292 73 2847, Version A, dated May 29, 2012, you met the initial replacement requirements specified in paragraph (e) of this AD. However, you must still comply with the repetitive inspection requirements of this AD.

(g) Installation Prohibition

After the effective date of this AD, do not install any HMU onto any engine, or install any engine onto any helicopter, unless the HMU is in compliance with this AD.

(h) 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.

(i) Related Information

(1) For more information about this AD, contact Frederick Zink, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7779; fax: 781-238-7199; email: frederick.zink@faa.gov.

(2) Refer to MCAI European Aviation Safety Agency AD 2013-0079, dated March 22, 2013, for more information. You may examine the AD on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2012-0940-0006>.

(3) Turbomeca S.A. Alert MSB No. A292 73 2847, Turbomeca Technical Instruction No. 292 73 2847, and Turbomeca Maintenance Manual Task 73-23-00-802-A01, which are not incorporated by reference in this AD, pertain to the subject of this AD and can be obtained from Turbomeca, using the contact information in paragraph (i)(4) of this AD.

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

(j) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on October 24, 2013.
Colleen M. D'Alessandro,
Assistant Directorate Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2013-22-23 Aermacchi S.p.A.: Amendment 39-17655; Docket No. FAA-2013-0939; Directorate Identifier 2013-CE-043-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective December 16, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the following AERMACCHI S.p.A. airplanes that are certificated in any category:

- (1) Models F.260, F.260B, F.260C, F.260D, F.260E, and F.260F airplanes, all serial numbers, that are equipped with either a Lycoming O-540, IO-540, or AEIO-540 wide cylinder flange engine (identified by the suffix "A" or "E" in the serial number) with a front crankcase mounted propeller governor; and
- (2) Models S.208 and S.208A airplanes, all serial numbers, that are equipped with a Lycoming O-540 wide cylinder flange engine (identified by the suffix "A" or "E" in the serial number) with a front crankcase mounted propeller governor.

(d) Subject

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

(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. The MCAI describes the unsafe condition as the set screw that fixes the setting of the propeller governor idler gear shaft was not in the proper position. We are issuing this AD to detect and correct improper position of the set screw, which could lead to complete loss of engine oil pressure indications and result in emergency landing.

(f) Actions and Compliance

Unless already done, do the following actions in paragraphs (f)(1) through (f)(5) of this AD.

- (1) For Models F.260, F.260B, F.260C, F.260D, F.260E, and F.260F airplanes: Before further flight after December 16, 2013 (the effective date of this AD), fabricate and install a placard that states: "AEROBATIC MANEUVERS ARE PROHIBITED." Fabricate the placard using 1/8-inch black lettering on a white background and install the placard on the instrument panel in clear view of the pilot.

(2) In lieu of installing the placard, a copy of this AD may be inserted into the limitations section of the applicable airplane flight manual (AFM) to comply with the action required by paragraph (f)(1) of this AD. The insertion of the AD into the AFM may be done by an owner/operator (pilot) holding at least a private pilot certificate and must be entered into the airplane 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.

(3) For all airplanes: Within the next 10 hours time-in-service (TIS) after December 16, 2013 (the effective date of this AD) and repetitively thereafter at intervals not to exceed 100 hours TIS, inspect the propeller governor idler gear shaft set screw, part number (P/N) AN565B1032H, following the Compliance Instructions of Alenia Aermacchi Una Societa Finmeccanica Mandatory Bollettino Tecnico (English Translation: Technical Bulletin) No. 205B65, Revision 1, dated November 12, 2012; or Alenia Aermacchi Una Societa Finmeccanica Mandatory Bollettino Tecnico (English Translation: Technical Bulletin) No. 260SB-136, Revision 1, dated November 12, 2012, as applicable.

(4) If a discrepancy (e.g., set screw missing or unscrewed) is found during any inspection required by paragraph (f)(3) of this AD, before further flight, contact Alenia Aermacchi S.p.A. for repair instructions approved by the FAA specifically for this AD and incorporate the repair instructions. You may contact Alenia Aermacchi S.p.A. using the contact information found in paragraph (k)(3) of this AD.

(5) After the initial inspection required by paragraph (f)(3) of this AD, provided no discrepancies were found or any discrepancies found were corrected as required by paragraph (f)(4) of this AD, remove the placard or the copy of the AD that was inserted into the AFM required by paragraphs (f)(1) or (f)(2) of this AD.

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

This AD allows credit for the actions required in paragraphs (f)(2) and (f)(3) of this AD if done before December 16, 2013 (the effective date of this AD) following Alenia Aermacchi Una Societa Finmeccanica Mandatory Bollettino Tecnico (English Translation: Technical Bulletin) No. 205B65, dated October 26, 2012; or Alenia Aermacchi Una Societa Finmeccanica Mandatory Bollettino Tecnico (English Translation: Technical Bulletin) No. 260SB-136, dated October 26, 2012, as applicable.

(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.

(i) Special Flight Permit

Special flight permits are permitted with the following limitation: Aerobatic maneuvers are prohibited until the actions of the AD are complied with.

(j) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) AD No.: 2012-0228R1, dated November 13, 2012, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov> by searching for and locating it in Docket No. FAA-2013-0939.

(k) 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) Alenia Aermacchi Una Societa Finmeccanica Mandatory Bollettino Tecnico (English Translation: Technical Bulletin) No. 205B65, Revision 1, dated November 12, 2012.

(ii) Alenia Aermacchi Una Societa Finmeccanica Mandatory Bollettino Tecnico (English Translation: Technical Bulletin) No. 260SB-136, Revision 1, dated November 12, 2012.

(3) For service information identified in this AD, contact Alenia Aermacchi S.p.A, Via Paola Foresio, 1, 21040 Venegono Superiore (Varese)–Italy; telephone: 0331-813111; fax: 0331-827595; Internet: <http://www.aleniaaermacchi.it/en-US/Pages/custsupp.aspx>.

(4) You may view this 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 October 31, 2013.

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