

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

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

BIWEEKLY 2015-03

1/26/2015 - 2/8/2015



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 2015-01

2014-26-04		GROB-WERKE	G115EG and G120A
2014-26-05		Beechcraft Corporation	G58

Biweekly 2015-02

2014-26-02		Airbus Helicopters	EC155B1 and AS 365 N3 helicopters
2015-01-02		Mitsubishi Heavy Industries, Ltd.	MU-2B-30, MU-2B-35, MU-2B-36, MU-2B-36A and MU-2B-60

Biweekly 2015-03

2014-12-11 R1	R 2014-12-11	Sikorsky Aircraft Corporation	S-92A
2015-01-03		Pilatus Aircraft Ltd	PC-7
2015-02-01	S 2011-23-01	Technify Motors GmbH (TMG)	TAE 125-01 and TAE 125-02-99
2015-02-07		Lycoming Engines	AEIO-320-D1B; AEIO-360-A1E, -A1E6, -B1H, -H1B; AEIO-540-D4A5, -D4B5, -D4D5, -L1B5, -L1B5D, -L1D5; AEIO-580-B1A; and IO-540-K1K5
2015-02-09		Costruzioni Aeronautiche Tecnam srl	P2006T
2015-02-10		Viking Air Limited	DHC-2 Mk. I, DHC-2 Mk. II, and DHC-2 Mk. III
2015-02-15		Quest Aircraft Design, LLC	KODIAK 100
2015-02-22	S 2012-14-06	Rolls-Royce Corporation	250-B17, -B17B, -B17C, -B17D, -B17E, -B17F, -B17F/1, -B17F/2; and 250-C20, -C20B, -C20F, -C20J, -C20R, -C20R/1, -C20R/2, -C20R/4, -C20S, and -C20W
2015-02-27	S 2013-19-19	Airbus Helicopters	AS332C, AS332L, AS332L1, AS332L2, and EC225LP



2014-12-11 R1 Sikorsky Aircraft Corporation: Amendment 39-18091; Docket No. FAA-2009-1088; Directorate Identifier 2008-SW-76-AD.

(a) Applicability

This AD applies to Sikorsky Aircraft Corporation Model S-92A helicopters, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as an inaccurate Rotorcraft Flight Manual (RFM) provision, which was approved without appropriate limitations for this model helicopter for carrying Class D external rotorcraft-load combinations, including Human External Cargo (HEC), when this model helicopter was not certificated to Category A one-engine inoperative (OEI) performance standards, including fly away capabilities after an engine failure, which is required for carrying HEC.

(c) Affected ADs

This AD revises AD 2014-12-11, Amendment 39-17872 (79 FR 45085, August 4, 2014).

(d) Effective Date

This AD becomes effective March 13, 2015.

(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, revise the Operating Limitations section of Sikorsky Rotorcraft Flight Manual (RFM) SA S92A-RFM-003, Part 1, Section I, by inserting a copy of this AD into the RFM or by making pen and ink changes, as follows:

(1) In the "Types of Operation" section, beneath Hoist, add the following: "The hoist equipment certification installation approval does not constitute approval to conduct hoist operations. Operational approval for hoist operations must be granted by the Federal Aviation Administration. No cabin seats may be installed in front of station 317 when conducting Human External Cargo hoist operations, which requires Category A performance capabilities."

(2) In the "Flight Limits" section, add the following: "HOIST" When conducting Human External Cargo operations, which require category 'A' performance capabilities, the minimum hover height is 20 feet AGL and the maximum hover height is 80 feet AGL. "HOIST" The collective axis must remain uncoupled when conducting Human External Cargo, which requires category 'A' performance capabilities, for the period of time that the person is off the ground or water and not in

the aircraft. This can be accomplished by either uncoupling the collective axis or by the pilot depressing the collective trim switch during the pertinent portion of the maneuver."

(3) In the "Weight Limits" section:

(i) Remove the following: "NOTE: The 150 pound hoist decrement does not preclude Cat A operations at a gross weight of 26,500 pounds with a hoist installed. If conditions permit, the pilot may go to the right of the 26,500 line on Figure 1-2 to determine a maximum gross weight up to 26,650 and then subtract 150 pounds."

(ii) Add the following: "NOTE: If conditions permit, the pilot may go to the right of the 26,500 pound line on Figure 1-2 to determine the maximum gross weight and then subtract a 150 pound hoist decrement. The maximum gross weight for category 'A' operations cannot exceed 26,500 pounds (12,020 kilograms)."

(iii) Add the following and insert Figure 1 to Paragraph (f)(3)(iii) of this AD:

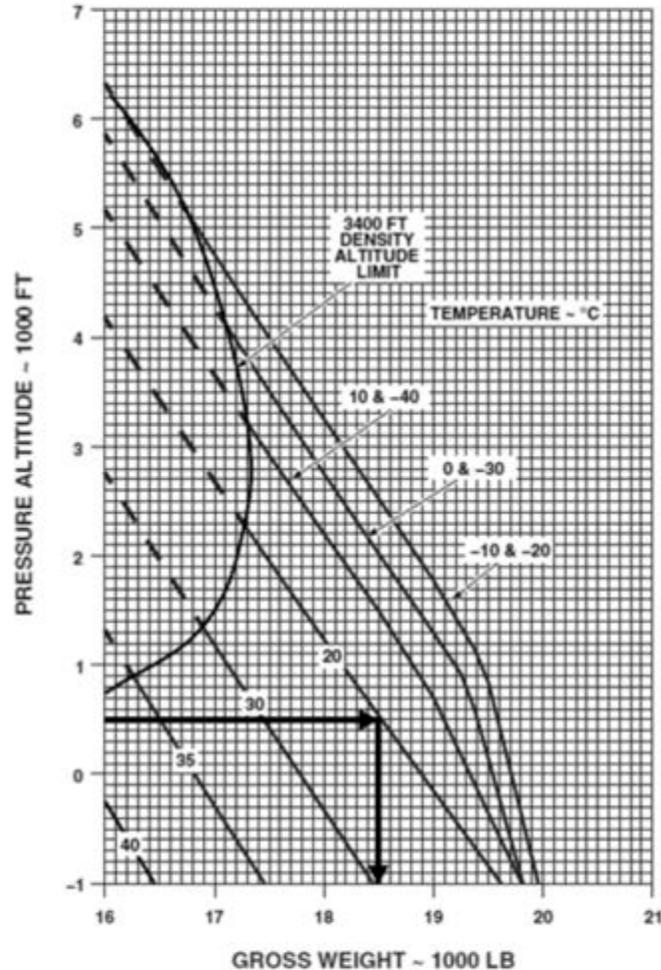
" "HOIST" Maximum gross weight for Human External Cargo, which requires category 'A' performance capabilities, is limited to the gross weight determined in accordance with the following Figure 1 to Paragraph (f)(3)(iii) of this AD for your altitude and temperature with the air-conditioner, anti-ice, and bleed air turned off."

Note 1 to paragraph (f)(3)(iii) of this AD: Figure 1 to Paragraph (f)(3)(iii) of this AD becomes Figure 1-2A when inserted in the "Weight Limits" section of your RFM.



**S-92A MAXIMUM GROSS WEIGHT
FOR HOISTING HUMAN EXTERNAL CARGO
REQUIRING CATEGORY A**

ONE ENGINE INOPERATIVE OEI 30 SECOND POWER
AIR-CONDITIONER OFF ANTI-ICE OFF BLEED AIR OFF



NOTE 1: THIS CHART DEPICTS THE GROSS WEIGHT, PRESSURE ALTITUDE, TEMPERATURE COMBINATION WHERE OEI HOGE CAPABILITY EXISTS USING 30 SECOND OEI POWER WITH A 60 SHP MARGIN.

NOTE 2: 15 FT OF GROUND CLEARANCE IS ASSURED IN THE EVENT OF AN ENGINE FAILURE AT 20 TO 80 FT AGL.

Figure 1-2A – Maximum Gross Weight for HEC Requiring Cat 'A'

Figure 1 to Paragraph (f)(3)(iii)

(g) Credit for Actions Previously Completed

Incorporation of the changes contained in Sikorsky RFM SA S92A-RFM-003, Part 1, Revision No. 12, approved December 9, 2010, before the effective date of this AD is considered acceptable for compliance with the corresponding actions specified in paragraph (f) of this AD.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Boston Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: John Coffey, Flight Test Engineer, Boston Aircraft Certification Office, 12 New England Executive Park, Burlington, MA 01803; telephone (781) 238-7173; email: john.coffey@faa.gov.

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

(i) Additional Information

For service information identified in this AD, contact Sikorsky Aircraft Corporation, Attn: Manager, Commercial Technical Support, mailstop S581A, 6900 Main Street, Stratford, CT, telephone (203) 383-4866, email address tsslibrary@sikorsky.com, or at <http://www.sikorsky.com>. 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.

(j) Subject

Joint Aircraft Service Component (JASC) Code: 2510 Flight Compartment Equipment.

Issued in Fort Worth, Texas, on January 16, 2015.

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



2015-01-03 Pilatus Aircraft Ltd: Amendment 39-18064; Docket No. FAA-2014-0770; Directorate Identifier 2014-CE-024-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective March 2, 2015.

(b) Affected ADs

None.

(c) Applicability

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

(d) Subject

Air Transport Association of America (ATA) Code 51: Standard Practices/Structures.

(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 possible cracking from stress corrosion on various parts of the airplane structure made of aluminum alloy AA2024-T351. We are issuing this AD to detect and correct stress corrosion cracks that may occur on various parts of the airplane structure initially made of aluminum alloy AA2024-T351, which is susceptible to stress corrosion cracking (SCC). Such a condition, if left uncorrected, could lead to failure of critical parts on the airplane structure and weaken the structural integrity of the airplane.

(f) Actions and Compliance

Unless already done, within the next 12 months after March 2, 2015 (the effective date of this AD), perform a one-time conductivity test of items 6 through 9 and 11 through 13 as listed in paragraph 1.A.(2) of Pilatus PC-7 Service Bulletin No: 51-001, Revision No. 1, dated August 26, 2014, to check the material of the parts—determine whether they are made of aluminum alloy AA2124-T851 or aluminum alloy AA2024-T351. Do not install any item unless it has been inspected following the applicable paragraph of Pilatus PC-7 Service Bulletin No: 51-001, Revision No. 1, dated August 26, 2014.

(1) For airplanes with any parts made of aluminum alloy AA2124-T851: Within 12 months after March 2, 2015 (the effective date of this AD), make an entry in the airplane logbook as required by paragraph 3.D.(3) of Pilatus PC-7 Service Bulletin No: 51-001, Revision No. 1, dated August 26, 2014. The only other actions of this AD that apply to airplanes with all parts made of aluminum alloy AA2124-T851 are the actions in paragraphs (f)(3), (f)(4), and (f)(5) of this AD.

(2) For airplanes with any parts made of aluminum alloy AA2024-T351: Within 12 months after March 2, 2015 (the effective date of this AD), do the actions in paragraphs (f)(2)(i) through (f)(2)(iii) as applicable, including all subparagraphs:

(i) For items 7 through 9 and 11 through 13 as listed in paragraph 1.A.(2) of Pilatus PC-7 Service Bulletin No: 51-001, Revision No. 1, dated August 26, 2014, within 12 months after March 2, 2015 (the effective date of this AD), do a one-time inspection for cracks. If any cracks are found as a result of the inspection, before further flight, you must contact Pilatus Aircraft Ltd. to obtain FAA-approved repair instructions approved specifically for compliance with this AD and incorporate those instructions. Use the contact information found in paragraph (h) of this AD.

(ii) For item 6 as listed in paragraph 1.A.(2) of Pilatus PC-7 Service Bulletin No: 51-001, Revision No. 1, dated August 26, 2014, within 12 months after March 2, 2015 (the effective date of this AD), replace with a part made of aluminum alloy AA2124-T851.

(iii) For Items 1, 2, 4, 5, and 10 as listed in paragraph 1.A.(2) of Pilatus PC-7 Service Bulletin No: 51-001, Revision No. 1, dated August 26, 2014, within 12 months after March 2, 2015 (the effective date of this AD), do the following actions in paragraphs (f)(2)(iii)(A) and (f)(2)(iii)(B), as applicable.

(A) For items 1, 2, 4, and 10 as listed in paragraph 1.A.(2) of Pilatus PC-7 Service Bulletin No: 51-001, Revision No. 1, dated August 26, 2014, do a one-time inspection for cracks. If any cracks are found, before further flight, you must contact Pilatus Aircraft Ltd. to obtain FAA-approved repair instructions approved specifically for compliance with this AD and incorporate those instructions. Use the contact information found in paragraph (i)(3) of this AD.

(B) For item 5 as listed in paragraph 1.A.(2) of Pilatus PC-7 Service Bulletin No: 51-001, Revision No. 1, dated August 26, 2014, replace with a part made of aluminum alloy AA2124-T851.

(3) For all airplanes: For item 3 as listed in paragraph 1.A.(2) of Pilatus PC-7 Service Bulletin No: 51-001, Revision No. 1, dated August 26, 2014, within 12 months after March 2, 2015 (the effective date of this AD), replace elevator center control-rods with P/N 116.35.07.271 (item 3 as listed in paragraph 1.A.(2) of Pilatus PC-7 Service Bulletin No: 51-001, Revision No. 1, dated August 26, 2014), because the inspection for cracks on this type of control-rods is difficult. If elevator center control-rods P/N 116.35.07.345 (Item 3 as listed in paragraph 1.A.(2) of Pilatus PC-7 Service Bulletin No: 51-001, Revision No. 1, dated August 26, 2014), are installed, these type of control rods will be inspected.

(4) For all airplanes: As of 12 months after March 2, 2015 (the effective date of this AD), do not install the parts listed in items 1 and 2, 4, and 7 through 13 of paragraph 1.A.(2) of Pilatus PC-7 Service Bulletin No: 51-001, Revision No. 1, dated August 26, 2014, that are made of aluminum alloy AA2024-T351 unless they have been inspected and found free of cracks.

(5) For all airplanes: As of 12 months after March 2, 2015 (the effective date of this AD), do not install the parts listed in items 3, 5, and 6 of paragraph 1.A.(2) of Pilatus PC-7 Service Bulletin No: 51-001, Revision No. 1, dated August 26, 2014, that are made of aluminum alloy AA2024-T351.

(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-2014-001, dated July 25, 2014; and AD HB-2014-001R1, dated November 5, 2014 for related information. The MCAI can be found in the AD docket on the Internet at:

<http://www.regulations.gov/#!docketBrowser;rpp=25;po=0;dct=PR%252BSR;D=FAA-2014-0770>.

(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. Pilatus PC-7 Service Bulletin No: 51-001, Revision No. 1, dated August 26, 2014.

(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; phone: +41 (0)41 619 67 74; fax: +41 (0)41 619 67 73; email: Techsupport@pilatus-aircraft.com; internet: <http://www.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 December 31, 2014.

Robert Busto,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2015-02-01 Technify Motors GmbH (Type Certificate previously held by Thielert Aircraft Engines GmbH): Amendment 39-18065; Docket No. FAA-2010-0683; Directorate Identifier 2010-NE-25-AD.

(a) Effective Date

This AD is effective February 13, 2015.

(b) Affected ADs

This AD supersedes AD 2011-23-01, Amendment 39-16852 (76 FR 68636, November 7, 2011).

(c) Applicability

This AD applies to Technify Motors GmbH (TMG) models TAE 125-01 and TAE 125-02-99 reciprocating engines, with a clutch assembly part number (P/N) listed in paragraphs (c)(i) through (c)(v) of this AD, and with a serial number (S/N) listed in either TMG Service Bulletin (SB) No. TM TAE 125-0021, Revision 2, dated October 13, 2014, or Thielert Aircraft Engines GmbH (TAE) SB No. TM TAE 125-1011 P1, Revision 2, dated August 31, 2011, installed.

- (i) P/N 02-7210-11001R11
- (ii) P/N 02-7210-11001R11-AT
- (iii) P/N 02-7210-11001R13
- (iv) P/N 05-7211-K006001
- (v) P/N 05-7211-K006002

(d) Unsafe Condition

This AD was prompted by TMG identifying 40 additional S/N clutch assemblies with nonconforming disk springs for TMG TAE 125-01 reciprocating engines. We are issuing this AD to prevent failure of the clutch assembly, which could lead to failure of the engine, in-flight shutdown, and loss of control of the airplane.

(e) Compliance

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

After the effective date of this AD:

- (1) For engines with affected clutch assemblies that have accumulated 100 hours time since new (TSN) or more, replace the clutch assembly before further flight.
- (2) For engines with affected clutch assemblies that have accumulated less than 100 hours TSN, replace the clutch assembly before accumulating 100 hours TSN.

(f) Installation Prohibition

After the effective date of this AD, do not install onto any airplane any engine having a clutch assembly, P/N 02-7210-11001R11, P/N 02-7210-11001R11-AT, P/N 02-7210-11001R13, P/N 05-7211-K006001, or P/N 05-7211-K006002, installed, that has an S/N listed in TMG SB No. TM TAE 125-0021, Revision 2, dated October 13, 2014, or in TAE SB No. TM TAE 125-1011 P1, Revision 2, dated August 31, 2011.

(g) Credit for Previous Actions

If before the effective date of this AD you replaced an affected clutch assembly with a clutch assembly not listed in this AD, or with one not listed in either TMG SB No. TM TAE 125-0021, Revision 2, dated October 13, 2014, or TAE SB No. TM TAE 125-1011 P1, Revision 2, dated August 31, 2011, then you met the requirements of paragraph (e) of this AD and no further action is required to comply 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. You may email your request to: ANE-AD-AMOC@faa.gov.

(i) Related Information

(1) For more information about this AD, contact Christopher McGuire, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7120; fax: (781) 238-7199; email: Chris.McGuire@faa.gov.

(2) Refer to MCAI European Aviation Safety Agency AD 2014-0232, dated October 22, 2014 and corrected on November 4, 2014, for more information. 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-2010-0683.

(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.

(3) The following service information was approved for IBR on February 13, 2015.

(i) Technify Motors GmbH (TMG) Service Bulletin (SB) No. TM TAE 125-0021, Revision 2, dated October 13, 2014.

(ii) Reserved.

(4) The following service information was approved for IBR on November 22, 2011.

(i) Thielert Aircraft Engines GmbH (TAE) SB No. TM TAE 125-1011 P1, Revision 2, dated August 31, 2011.

(ii) Reserved.

(5) For TMG and TAE service information identified in this AD, contact Technify Motors GmbH, Platanenstrasse 14, D-09356 Sankt Egidien, Germany; phone: 37204-696-0; fax: 37204-696-55; email: info@centurion-engines.com.

(6) You may view this service information at FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

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

Issued in Burlington, Massachusetts, on January 8, 2015.
Colleen M. D'Alessandro,
Assistant Directorate Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2015-02-07 Lycoming Engines (Type Certificate previously held by Textron Lycoming Division, AVCO Corporation): Amendment 39-18074; Docket No. FAA-2014-0540; Directorate Identifier 2014-NE-10-AD.

(a) Effective Date

This AD is effective March 11, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Lycoming Engines wide deck aerobatic reciprocating engines that have either an "A" or an "E" at the end of the serial number (e.g., L-12345-51A, or L-12345-51E) and are equipped with a front-mounted propeller governor. Affected reciprocating engine models include, but are not limited to Lycoming Engines AEIO-320-D1B; AEIO-360-A1E, -A1E6, -B1H, -H1B; AEIO-540-D4A5, -D4B5, -D4D5, -L1B5, -L1B5D, -L1D5; AEIO-580-B1A; and IO-540-K1K5 (with aerobatic kit installed).

(d) Unsafe Condition

This AD was prompted by propeller governor shaft set screws coming loose due to improper installation. We are issuing this AD to prevent the propeller governor shaft set screw from coming loose, causing damage to the engine and damage to the airplane.

(e) Compliance

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

After the effective date of this AD, at each installation of the propeller governor shaft set screw, secure the set screw in place in accordance with the instructions of Lycoming Engines Service Instruction No. 1343B, dated June 15, 2007. Use a thread-locking, anaerobic, single-component sealing compound that meets military specification Mil-S-46163A, Type III, Grade R, and peen the crankcase hole threads.

(f) Alternative Methods of Compliance (AMOCs)

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

(g) Related Information

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

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

(h) Material Incorporated by Reference

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

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

(i) Lycoming Engines Service Instruction No. 1343B, dated June 15, 2007.

(ii) Reserved.

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

(4) You may view this service information at FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

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

Issued in Burlington, Massachusetts, on January 13, 2015.

Thomas A. Boudreau,
Acting Directorate Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2015-02-09 Costruzioni Aeronautiche Tecnam srl: Amendment 39-18076; Docket No. FAA-2014-0876; Directorate Identifier 2014-CE-032-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective March 5, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Costruzioni Aeronautiche Tecnam srl P2006T airplanes, all serial numbers, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 78: Engine Exhaust.

(e) Reason

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as cracking found in the engine exhaust pipe. We are issuing this AD to detect and correct cracked engine exhaust pipes, which could lead to engine damage, possibly resulting in damage to the airplane and injury to the occupants.

(f) Actions and Compliance

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

(1) Within 25 hours time-in-service (TIS) after March 5, 2015 (the effective date of this AD) or within the next 30 days after March 5, 2015 (the effective date of this AD), whichever occurs first, do a detailed inspection of all engine exhaust pipes following the inspection instructions in Costruzioni Aeronautiche TECNAM Service Bulletin No. SB 170-CS-Ed 1, Rev 1, dated September 25, 2014.

(2) If any deformation, cracks, or any other defects are detected during the inspection as required by paragraph (f)(1) of this AD, before further flight, replace the affected pipe with an airworthy part or contact Costruzioni Aeronautiche TECNAM for FAA-approved repair instructions approved specifically for compliance with this AD and incorporate those instructions. Use the information in paragraph (i)(3) of this AD to contact Costruzioni Aeronautiche TECNAM.

(3) Within 30 days after the inspection required by paragraph (f)(1) of this AD or within 30 days after March 5, 2015 (the effective date of this AD), whichever occurs later, report the results (including no findings) by using the occurrence report in Costruzioni Aeronautiche TECNAM Service Bulletin No. SB 170-CS-Ed 1, Rev 1, dated September 25, 2014.

(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: Albert Mercado, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4119; fax: (816) 329-4090; email: albert.mercado@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 European Aviation Safety Agency (EASA) AD No.: 2014-0220, dated September 30, 2014, for related information. The MCAI can be found in the AD docket on the Internet at: <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0876-0002>.

(i) Material Incorporated by Reference

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

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

(i) Costruzioni Aeronautiche TECNAM Service Bulletin No. SB 170-CS-Ed 1, Rev 1, dated September 25, 2014.

(ii) Reserved.

(3) For Costruzioni Aeronautiche TECNAM service information identified in this AD, contact Costruzioni Aeronautiche Tecnam Airworthiness Office, Via Maiorise-81043 Capua (CE) Italy; telephone: +39 0823 997538; fax: +39 0823 622899; email: technical.support@tecnam.com; Internet: <http://www.tecnam.com/Custom-Care/Service-Bulletins.aspx>.

(4) You may review 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. In addition, you can access this service information on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2014-0876.

(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 January 14, 2015.
Kelly A. Broadway,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



CORRECTED: The regulatory portion states the AD number as 2015-10-02. We've corrected this copy, and will issue a correction to the Federal Register.

2015-02-10 Viking Air Limited: Amendment 39-18077; Docket No. FAA-2015-0096; Directorate Identifier 2014-CE-040-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective February 18, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Viking Air Limited Models DHC-2 Mk. I, DHC-2 Mk. II, and DHC-2 Mk. III airplanes, all serial numbers, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 27: Flight Controls.

(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 failed locknuts on the horizontal stabilizer attach bracket. We are issuing this AD to detect and replace suspect horizontal stabilizer attach bracket locknuts, which could result in detachment of the horizontal stabilizer and consequent loss of control.

(f) Actions and Compliance

Unless already done, do the following actions in paragraphs (f)(1) and (f)(2).

(1) Within the next 50 hours time-in-service after February 18, 2015 (the effective date of this AD), inspect the six locknuts of the horizontal stabilizer attach brackets to determine their type following the Accomplishment Instructions in Viking Alert Service Bulletin No. V2/0007, Revision 'NC', dated April 29, 2013.

(2) If during the inspection required in paragraph (f)(1) of this AD any of the installed locknuts is of the part number (P/N) MS21042 type, before further flight, remove the locknut and replace with a new P/N MS21044 type locknut following the Accomplishment Instructions in Viking Alert Service Bulletin No. V2/0007, Revision 'NC', dated April 29, 2013.

(3) After February 18, 2015 (the effective date of this AD), do not install P/N MS21042 type locknuts on the horizontal stabilizer attach bracket.

(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: Aziz Ahmed, Aerospace Safety Engineer, FAA, New York Aircraft Certification Office (ACO), 1600 Steward Avenue, Suite 410, Westbury, New York 11590; telephone: (516) 228-7329; fax: (516) 794-5531; email: aziz.ahmed@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, Transport Canada AD No. CF-2014-38, dated October 20, 2014, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov> by searching for and locating Docket No. FAA-2015-0096.

(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) Viking Alert Service Bulletin No. V2/0007, Revision 'NC', dated April 29, 2013.

(ii) Reserved.

(3) For Viking Air Limited service information identified in this AD, contact Viking Air Limited Technical Support, 1959 De Havilland Way, Sidney, British Columbia, Canada, V8L 5V5; Fax: 250-656-0673; telephone: (North America) 1-800-663-8444; email: technical.support@vikingair.com; Internet: <http://www.vikingair.com/support/service-bulletins>.

(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 January 14, 2015.
Kelly A. Broadway,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2015-02-15 Quest Aircraft Design, LLC: Amendment 39-18082; Docket No. FAA-2015-0099; Directorate Identifier 2014-CE-039-AD.

(a) Effective Date

This AD is effective February 19, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Quest Aircraft Design, LLC Model KODIAK 100 airplanes, all serial numbers, that are:

- (1) Equipped with elevators with serial numbers 0001 through 0149; and
- (2) certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 5522; Elevator Skins.

(e) Unsafe Condition

This AD was prompted by a report that fatigue cracks were found in the lower elevator skins. We are issuing this AD to correct the unsafe condition on these products.

(f) Compliance

Comply with this AD within the compliance times specified in paragraphs (g) through (j) of this AD, unless already done.

(g) Inspect the Elevator Skins for Cracking

At or before reaching 1,500 hours time in service (TIS) on the elevator or within the next 25 hours TIS after February 19, 2015 (the effective date of this AD), whichever occurs later, inspect the top and bottom of the elevator for cracking in the forward inboard end of the trailing edge skin, aft of the spar. Do the inspection following section 4. of Quest Aircraft Field Service Instruction, Elevator Doubler Installation, Elevator Serial Numbers 0001 through 0149, Report No. FSI-106, Revision 02, not dated, as specified in Quest Aircraft KODIAK Mandatory Service Bulletin SB 14-09, Revision 1, dated December 11, 2014.

Note 1 to paragraph (g) of this AD: Quest Aircraft Field Service Instruction, Elevator Doubler Installation, Elevator Serial Numbers 0001 through 0149, Report No. FSI-106, Revision 02, not

dated, references Advisory Circular 43.13-1B, Section 2. The reference should state Advisory Circular 43.13-1B, chapter 5, section 2. You may find Advisory Circular 43.13-1B on the Internet at http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/99C827DB9BAAC81B86256B4500596C4E?OpenDocument&Highlight=43.13-1b.

(h) Install Doublers

If no cracking was found during the inspection required in paragraph (g) of this AD, before further flight after the inspection, install doublers. Do the installation following section 5.1 of Quest Aircraft Field Service Instruction, Elevator Doubler Installation, Elevator Serial Numbers 0001 through 0149, Report No. FSI-106, Revision 02, not dated, as specified in Quest Aircraft KODIAK Mandatory Service Bulletin SB 14-09, Revision 1, dated December 11, 2014.

(i) Repair Cracked Elevator Skins and Install Doublers

If cracking was found during the inspection required in paragraph (g) of this AD, before further flight after the inspection, repair the cracks and install doublers, except as specified in paragraph (j). Do the repair and installation following section 5.2 of Quest Aircraft Field Service Instruction, Elevator Doubler Installation, Elevator Serial Numbers 0001 through 0149, Report No. FSI-106, Revision 02, not dated, as specified in Quest Aircraft KODIAK Mandatory Service Bulletin SB 14-09, Revision 1, dated December 11, 2014.

(j) Cracked Elevator Skins That Exceed Service Bulletin Repair Limits

If the cracking found during the inspection required in paragraph (g) of this AD exceeds the repair specified in paragraph (i) of this AD, before further flight, obtain an FAA-approved repair method from Quest Aircraft by contacting the Manager, Seattle Aircraft Certification Office (ACO), FAA, as specified in paragraph (k) of this AD. To use a repair method approved by the Manager of the Seattle ACO, the approval letter must specifically reference this AD.

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Seattle 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 (m) 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.

(l) Related Information

For more information about this AD, contact Jason Deutschman, Aerospace Engineer, Seattle Aircraft Certification Office, FAA, 1601 Lind Avenue SW., Renton, Washington 98057; phone: (425) 917-6595; fax: (425) 917-6590; email: jason.deutschman@faa.gov.

(m) Material Incorporated by Reference

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

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

(i) Quest Aircraft KODIAK Mandatory Service Bulletin SB 14-09, Revision 1, dated December 11, 2014.

(ii) Quest Aircraft Field Service Instruction, Elevator Doubler Installation, Elevator Serial Numbers 0001 through 0149, Report No. FSI-106, Revision 02, not dated.

(3) For Quest Aircraft service information identified in this AD, contact Quest Aircraft Design, LLC, 1200 Turbine Drive, Sandpoint, Idaho 83864; telephone: (208) 263-1111; toll free: (866) 263-1112; fax: (208) 263-1511; CustomerService@QuestAircraft.com; www.questaircraft.com.

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

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

Issued in Kansas City, Missouri, on January 16, 2015.

Kelly A. Broadway,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2015-02-22 Rolls-Royce Corporation: Amendment 39-18090; Docket No. FAA-2011-0961; Directorate Identifier 2011-NE-22-AD.

(a) Effective Date

This AD is effective March 9, 2015.

(b) Affected ADs

This AD supersedes AD 2012-14-06, Amendment 39-17120 (77 FR 40479, July 10, 2012).

(c) Applicability

This AD applies to Rolls-Royce Corporation (RRC) 250-B17, -B17B, -B17C, -B17D, -B17E, -B17F, -B17F/1, -B17F/2 turboprop engines; and 250-C20, -C20B, -C20F, -C20J, -C20R, -C20R/1, -C20R/2, -C20R/4, -C20S, and -C20W turboshaft engines; with either a 3rd-stage turbine wheel, part number (P/N) 23065818, or a 4th-stage turbine wheel, P/N 23055944, installed.

(d) Unsafe Condition

This AD was prompted by investigations that revealed that not all 3rd-stage and 4th-stage turbine wheel blade failures were identified by the one-time inspections required by AD 2012-14-06, Amendment 39-17120 (77 FR 40479, July 10, 2012). We determined that to address the unsafe condition, repetitive inspections are required, triggered by hours since last inspection (HSLI). We are issuing this AD to prevent failure of 3rd-stage and 4th-stage turbine wheel blades, which could cause engine failure and damage to the aircraft.

(e) Compliance

Comply with this AD within the compliance times specified, unless already done. After the effective date of this AD:

- (1) Within 1,750 HSLI, remove the affected turbine wheels and perform a visual inspection and a fluorescent-penetrant inspection (FPI) on the removed turbine wheels for cracks at the trailing edge of the turbine blades near the fillet at the rim.
- (2) Any time the power turbine is disassembled, perform a visual inspection and an FPI on the affected turbine wheels for cracks at the trailing edge of the turbine blades, near the fillet at the rim.
- (3) Thereafter, re-inspect every 1,750 HSLI.
- (4) Do not return to service any turbine wheels that have cracks detected.

(f) Alternative Methods of Compliance (AMOCs)

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

(g) Related Information

(1) For more information about this AD, contact John Tallarovic, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, 2300 E. Devon Ave., Des Plaines, IL 60018; phone: 847-294-8180; fax: 847-294-7834; email: john.m.tallarovic@faa.gov.

(2) RRC Alert Commercial Engine Bulletin (CEB) No. CEB-A-1407, Revision 3, dated May 19, 2014, and Alert CEB No. CEB-A-72-4098, Revision 3, dated May 19, 2014 (combined into one document), which are not incorporated by reference in this AD, can be obtained from RRC, using the contact information in paragraph (g)(3) of this AD.

(3) For service information identified in this AD, contact Rolls-Royce Corporation Customer Support, 450 South Meridian Street, Indianapolis, IN 46225-1103; phone: 888-255-4766 or 317-230-2720; email: helicoptercustsupp@rolls-royce.com; Internet: www.rolls-royce.com.

(4) You may view this service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803. For information on the availability of this material at the FAA, call 781-238-7125.

(h) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on January 20, 2015.
Colleen M. D'Alessandro,
Assistant Directorate Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2015-02-27 Airbus Helicopters (Previously Eurocopter France): Amendment 39-18096; Docket No. FAA-2015-0049; Directorate Identifier 2014-SW-037-AD.

(a) Applicability

This AD applies to Airbus Helicopters Model AS332C, AS332L, AS332L1, AS332L2, and EC225LP helicopters with a main gearbox (MGB) bevel gear vertical shaft (shaft), part number (P/N) 332A32-5101-00, 332A32-5101-05, 332A32-5101-10, or 332A32-5101-15, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a cracked shaft resulting in loss of MGB oil pressure. These actions are intended to prevent loss of the MGB lubrication system and subsequent loss of control of the helicopter.

(c) Affected ADs

This AD supersedes AD 2013-19-19, Amendment 39-17601 (78 FR 60188, October 1, 2013).

(d) Effective Date

This AD becomes effective February 17, 2015.

(e) Compliance

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

(f) Required Actions

(1) Before further flight, remove shaft, P/N 332A32-5101-00, 332A32-5101-05, 332A32-5101-10, or 332A32-5101-15, with S/N M330 through M340 (inclusive) and S/N M370 through M5000 (inclusive) from service, which are no longer considered airworthy.

(2) For Model AS332C, AS332L, AS332L1, and AS332L2 helicopters, before further flight and thereafter at intervals not to exceed 10 hours time-in-service (TIS), eddy current inspect the shaft for a crack in the area of the weld, which must be done by a Level II or Level III inspector certified in the eddy current fault detection method in the Aeronautics Sector according to the EN4179 or NAS410 standard.

(3) For Model EC225LP helicopters, either do paragraphs (3)(i) and (3)(ii) or do paragraph (3)(iii).

(i) Before further flight, install a placard in full view of the pilot with the following statement in red, 6 millimeter letters on a white background: "MAXIMUM CONTINUOUS TORQUE LIMITED TO 70% DURING LEVEL FLIGHTS AT IAS EQUAL TO OR MORE THAN 60 KTS," and

(ii) Before further flight and thereafter at intervals not to exceed 11.5 hours TIS, remove the main jet and emergency spraying jet, and ultrasonic inspect the shaft in the weld area for a crack, which must be done by a Level II or Level III inspector certified in the ultrasonic fault detection method in the Aeronautics Sector according to the EN4179 or NAS410 standard, or

(iii) Before further flight, and thereafter at intervals not to exceed 8 hours TIS, remove the main jet and emergency spraying jet, and ultrasonic inspect the shaft for a crack in the area of the weld, which must be done by a Level II or Level III operator certified in the ultrasonic fault detection method in the Aeronautics Sector according to the EN4179 or NAS410 standard.

(4) If there is a crack, before further flight, replace the shaft with an airworthy part.

(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to James Blyn, Aviation Safety Engineer, Regulations and Policy Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email james.blyn@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

(1) Eurocopter Alert Service Bulletin No. AS332-01.00.82 and Alert Service Bulletin No. EC225-04A009, both Revision 3 and both dated July 8, 2013, which are not incorporated by reference, contain additional information about the subject of this AD. For service information identified in this AD, contact Airbus Helicopters, 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>. 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. 2013-0138R1, dated July 15, 2013. You may view the EASA AD at <http://www.regulations.gov> in the Docket No. FAA-2015-0049.

(i) Subject

Joint Aircraft Service Component (JASC) Code: 6320 Main rotor gearbox.

Issued in Fort Worth, Texas, on January 16, 2015.

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