

**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES**

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

**BIWEEKLY 2013-05**

*2/25/2013 - 3/10/2013*



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

Email: [rgl@faa.gov](mailto:rgl@faa.gov)

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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



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**2013-04-06 Eurocopter France (Eurocopter):** Amendment 39-17363; Docket No. FAA-2012-1015; Directorate Identifier 2007-SW-069-AD.

**(a) Applicability**

This AD applies to Eurocopter Model AS332C, AS332L, and AS332L1 helicopters not modified per modification (MOD) 0723817, MOD 0725670, MOD 332P083218 or MOD 332A088381, with a main landing gear control panel (control panel) 33G, part number (P/N) 332A67-1623-00, -06, -0610, or -0651; certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as an uncommanded landing gear retraction, which could cause the helicopter nose to drop and hit the ground while the rotor blades are spinning.

**(c) Effective Date**

This AD becomes effective April 15, 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 90 days, modify the control panel 33G and connector 100G, route the 1GA5103E wiring, and perform the tests in accordance with the Accomplishment Instructions, Paragraphs 2.B 2.a. through 2.B.3.d., and as depicted in figures 1 and 2, of Eurocopter Alert Service Bulletin No 32.00.18, Revision 2, dated July 12, 2010.

**(f) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: George Schwab, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Safety Management Group, 2601 Meacham Blvd., Fort Worth, Texas, 76137; telephone: (817) 222-5114; fax: (817) 222-5961; email: [george.schwab@faa.gov](mailto:george.schwab@faa.gov).

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

**(g) Additional Information**

The subject of this AD is addressed in European Aviation Safety Agency AD No. 2006-0152, dated May 30, 2006.

**(h) Subject**

Joint Aircraft Service Component (JASC) Code: 3230, landing gear retract/extend system.

**(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) Eurocopter France Alert Service Bulletin No. 32.00.18, Revision 2, dated July 12, 2010.

(ii) Reserved.

(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 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 February 8, 2013.

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



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**2013-04-08 Diamond Aircraft Industries GmbH:** Amendment 39-17365; Docket No. FAA-2012-1172; Directorate Identifier 2012-CE-040-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective April 9, 2013.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to the following Diamond Aircraft Industries GmbH models and serial number (S/N) airplanes, certificated in any category: H-36 and HK 36 R airplanes, S/Ns 36.300 through 36.414; HK 36 TS airplanes, S/Ns 36.415 and 36.416; and HK 36 TTS airplane, S/N 36.393.

**(d) Subject**

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

**(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 installation of an unsuitable self-locking nut on the bell crank of the elevator push rod that can cause failure of the elevator, resulting in loss of control. We are issuing this AD to prevent disconnection of the elevator bell crank and push rod.

**(f) Actions and Compliance**

Unless already done, do the following actions following Diamond Aircraft Industries GmbH Mandatory Service Bulletin MSB 36-108 and Diamond Aircraft Industries GmbH Work Instruction WI-MSB 36-108, both dated February 28, 2012:

(1) Within the next 200 hours time-in-service (TIS) after April 9, 2013 (the effective date of this AD) or within the next 12 months after April 9, 2013 (the effective date of this AD), whichever occurs first, replace each elevator bell crank assembly with part number (P/N) 820-2730-12-00, and replace each elevator bell crank mount with P/N 820-2730-11-00.

(2) After April 9, 2013 (the effective date of this AD), only install on the airplane elevator bell crank assemblies with P/N 820-2730-12-00 and elevator bell crank mounts with P/N 820-2730-11-00.

**(g) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4144; fax: (816) 329-4090; email: [mike.kiesov@faa.gov](mailto: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.

(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 European Aviation Safety Agency (EASA) AD No.: 2012-0173, dated September 3, 2012; Diamond Aircraft Industries GmbH Mandatory Service Bulletin MSB 36-108, dated February 28, 2012; and Diamond Aircraft Industries GmbH Work Instruction WI-MSB 36-108, dated February 28, 2012, for related information.

#### **(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) Diamond Aircraft Industries GmbH Mandatory Service Bulletin MSB 36-108, dated February 28, 2012.

(ii) Diamond Aircraft Industries GmbH Work Instruction WI-MSB 36-108, dated February 28, 2012.

(3) For Diamond Aircraft Industries GmbH service information identified in this AD, contact Diamond Aircraft Industries GmbH, N.A. Otto-Straße 5, A-2700 Wiener Neustadt, Austria, telephone: +43 2622 26700; fax: +43 2622 26780; email: [office@diamond-air.at](mailto:office@diamond-air.at); Internet: [www.diamond-air.at/hk36\\_super\\_dimona+M52087573ab0.html](http://www.diamond-air.at/hk36_super_dimona+M52087573ab0.html).

(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 February 14, 2013.  
Earl Lawrence,  
Manager, Small Airplane Directorate,  
Aircraft Certification Service.



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**2013-04-09 Costruzioni Aeronautiche Tecnam srl:** Amendment 39-17367; Docket No. FAA-2012-1173; Directorate Identifier 2012-CE-038-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective April 9, 2013.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Costruzioni Aeronautiche Tecnam srl P2006T airplanes, serial numbers 001/US through 9999/US, certificated in any category.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by multiple cracks found on the outboard aileron hinge support of a P2006T airplane during an inspection. We are issuing this AD to require actions to address the unsafe condition on these products.

**(f) Actions and Compliance**

Unless already done, do the following actions following the Inspection Instructions, paragraph 2, numbers 1 through 8, in Costruzioni Aeronautiche TECNAM Service Bulletin No. SB 102-CS-Rev2, dated July 3, 2012:

(1) At the compliance times below, inspect all aileron hinge supports part numbers (P/N) 26-1-1082-1/3, P/N 26-1-1081-1/3, P/N 26-1-1081-2/4, and P/N 26-1-1082-2/4 for cracks:

(i) For airplanes with 600 or more hours time-in-service (TIS) as of April 9, 2013 (the effective date of this AD): Within 30 days after April 9, 2013 (the effective date of this AD) or within the next 25 hours TIS after April 9, 2013 (the effective date of this AD), whichever occurs first, and repetitively thereafter at intervals not to exceed 100 hours TIS or 12 months, whichever occurs first,

(ii) For airplanes with less than 600 hours TIS as of April 9, 2013 (the effective date of this AD): Within 30 days after accumulating 600 hours TIS or within 25 hours TIS after accumulating 600 hours TIS, whichever occurs first, and thereafter at intervals not to exceed 100 hours TIS or 12 months, whichever occurs first.

(2) If a crack is found during any inspection required by paragraph (f)(1) of this AD, before further flight, contact: Costruzioni Aeronautiche TECNAM at Costruzioni Aeronautiche TECNAM Airworthiness Office, Via Maiorise-81043 Capua (CE) Italy; telephone: +39 0823 620134; fax: +39 0823 622899; email: [m.oliva@tecnam.com](mailto:m.oliva@tecnam.com) or [g.paduan@tecnam.com](mailto:g.paduan@tecnam.com); Internet:

www.tecnam.com/it-IT/documenti/service-bulletins.aspx; for replacement instructions and accomplish them accordingly.

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

This AD provides credit for the actions required in this AD if already done before April 9, 2013 (the effective date of this AD) following Costruzioni Aeronautiche TECNAM Service Bulletin No. SB 102-CS-Rev1, dated June 29, 2012.

### **(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: 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.

### **(i) Related Information**

Refer to MCAI European Aviation Safety Agency (EASA) AD No.: 2012-0146, dated August 6, 2012; and Costruzioni Aeronautiche TECNAM Service Bulletin No. SB 102-CS-Rev2, dated July 3, 2012, for related information.

### **(j) Material Incorporated by Reference**

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

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

(i) Costruzioni Aeronautiche TECNAM Service Bulletin No. SB 102-CS-Rev2, dated July 3, 2012.

(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 620134; fax: +39 0823 622899; email: m.oliva@tecnam.com or g.paduano@tecnam.com; Internet: [www.tecnam.com/it-IT/documenti/service-bulletins.aspx](http://www.tecnam.com/it-IT/documenti/service-bulletins.aspx).

(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 February 20, 2013.

John Colomy,  
Acting Manager, Small Airplane Directorate,  
Aircraft Certification Service.



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**2013-05-01 Turbomeca S.A.:** Amendment 39-17373; Docket No. FAA-2011-1037; Directorate Identifier 2011-NE-30-AD.

**(a) Effective Date**

This AD is effective March 21, 2013.

**(b) Affected ADs**

This AD supersedes AD 2011-24-08, Amendment 39-16872 (76 FR 72091, November 22, 2011).

**(c) Applicability**

This AD applies to all Turbomeca S.A. Makila 1A2 turboshaft engines with an N2 sensor harness, part number (P/N) 0 301 52 001 0, installed, with:

- (1) A serial number (S/N) 242 through 339, inclusive, or
- (2) A S/N 691 through 705, inclusive, 707 through 728, inclusive, or 813 through 844, inclusive.

**(d) Unsafe Condition**

This AD was prompted by corrosion detected in affected N2 sensor harnesses. We are issuing this AD to prevent inadvertent activation of the 65% N1 back up mode, resulting in N2 speed fluctuation, significant power loss, and emergency landing of the helicopter.

**(e) Compliance**

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

(1) For engines listed in paragraph (c)(1) of this AD with an affected N2 sensor harness installed on both engines of the helicopter, do the following:

(i) Replace one N2 sensor harness with an N2 sensor harness that is eligible for installation within 10 flight hours (FHs) after December 7, 2011, or before the next flight after the effective date of this AD, whichever occurs later, and

(ii) Replace the second N2 sensor harness with an N2 sensor harness that is eligible for installation within 50 FHs after December 7, 2011, or before the next flight after the effective date of this AD, whichever occurs later.

(2) For engines listed in paragraph (c)(1) of this AD with an affected N2 sensor harness installed on only one engine of the helicopter, replace the affected N2 sensor harness with an N2 sensor harness that is eligible for installation within 50 FHs after December 7, 2011, or before the next flight after the effective date of this AD, whichever occurs later.

(3) For engines listed in paragraph (c)(2) of this AD with an affected N2 sensor harness installed on both engines of the helicopter, do the following:

(i) Replace one N2 sensor harness with an N2 sensor harness that is eligible for installation within 10 FHs after the effective date of this AD, and

(ii) Replace the second N2 sensor harness with an N2 sensor harness that is eligible for installation within 50 FHs after the effective date of this AD.

(4) For engines listed in paragraph (c)(2) of this AD with an affected N2 sensor harness installed on only one engine of the helicopter, replace the affected N2 sensor harness with an N2 sensor harness that is eligible for installation within 50 FHs after the effective date of this AD.

(5) If an affected N2 sensor harness is installed on both engines of the helicopter, one from paragraph (c)(1) of this AD and one from paragraph (c)(2) of this AD, then within 10 FHs after December 7, 2011, or before the next flight after the effective date of this AD, whichever occurs later, replace the N2 sensor harness from paragraph (c)(1) with an N2 sensor harness that is eligible for installation and within 50 FHs after the effective date of this AD, replace the harness from paragraph (c)(2) with an N2 sensor harness that is eligible for installation.

#### **(f) Installation Prohibition**

(1) After the effective date of this AD, do not install on any engine any N2 sensor harness, P/N 0 301 52 001 0, with a S/N listed in paragraphs (c)(1) and (c)(2) of this AD, unless the N2 sensor harness has "SB 0815" marked on its identification plate.

(2) After the effective date of this AD, do not install in a helicopter, any engine with an N2 sensor harness, P/N 0 301 52 001 0, installed, with a S/N listed in paragraphs (c)(1) and (c)(2) of this AD, unless the N2 sensor harness has "SB 0815" marked on its identification plate.

#### **(g) Alternative Methods of Compliance (AMOCs)**

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

#### **(h) Related Information**

(1) For more information about this AD, contact Rose Len, Aerospace Engineer, Engine Certification Office, FAA, 12 New England Executive Park, Burlington, MA 01803; phone: 781-2328-7772; fax: 781-238-7199; email: [rose.len@faa.gov](mailto:rose.len@faa.gov).

(2) Turbomeca S.A. Alert Mandatory Service Bulletin (MSB) No. A298 77 0821, Version A, dated October 9, 2012, and MSB No. 298 77 0817, Version B, dated August 23, 2011, pertain to the subject of this AD.

(3) For 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; Web site: <http://www.turbomeca-support.com>. 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.

#### **(i) Material Incorporated by Reference**

None.

Issued in Burlington, Massachusetts, on February 25, 2013.  
Colleen M. D'Alessandro,  
Assistant Manager, Engine & Propeller Directorate,  
Aircraft Certification Service.