

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

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

BIWEEKLY 2014-21

10/6/2014 - 10/19/2014



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

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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

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

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

Biweekly 2014-01

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

Biweekly 2014-02

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

Biweekly 2014-03

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

Biweekly 2014-04

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

Biweekly 2014-05

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

Biweekly 2014-06

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

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

| AD No. | Information | Manufacturer | Applicability |
|--|-------------------------------------|--|---|
| Information Key: E - Emergency; COR - Correction; S – Supersedes; R - Replaces | | | |
| 2014-05-29 2014-06-01 | S 2009-16-03 | Continental Motors M7 Aerospace | IO-520, TSIO-520, and IO-550 series reciprocating engines SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), SA227-TT, SA26-AT, and SA26-T |
| Biweekly 2014-07 | | | |
| 2014-05-10 | S 2012-25-04 | Airbus Helicopters | AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters |
| 2014-05-27 2014-06-03 | | Rockwell Collins British Aerospace Regional Aircraft | Mode S transponders Jetstream Series 3101 and Jetstream Model 3201 |
| 2014-06-06 2014-06-07 2014-06-51 | S 2013-12-06 | SOCATA Alexander Schleicher Airbus Helicopters Deutschland | TBM 700 ASK 21 gliders MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, and MBB-BK 117 C-2 helicopters |
| 2014-07-51 2014-07-52 | | Agusta Airbus Helicopters | AB139 and AW139 helicopters AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters |
| Biweekly 2014-08 | | | |
| 2014-07-04 2014-07-06 | S 2007-19-09R1 | Sikorsky Turbomeca S.A. | S-92A helicopters Arriel 2B1 turboshaft engines |
| Biweekly 2014-09 | | | |
| 2014-07-07 2014-07-08 2014-07-09 | S 87-02-04 | British Aerospace (Operations) Limited Centrair British Aerospace Regional Aircraft | HP.137 Jetstream Mk.1, Jetstream Series 200, and Jetstream Series 3101 101, 101A, 101P, and 101AP gliders Jetstream Series 3101 and Model 3201 |
| 2014-07-10 | | Ballonbau Wörner GmbH | NL-280/STU, NL-380/STU, NL-510/STU, NL-640/STU, NL-840/STU, and NL-1000/STU balloons |
| 2014-08-06 2014-08-10 2014-09-01 2014-09-02 | COR S 2013-14-08 | Sikorsky Aircraft Corporation Austro Engine GmbH AgustWestland S.p.A. M7 Aerospace LLC | S-76A, B, and C helicopters E4 engines A109C, A109E, A109K2, and A119 helicopters SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-TT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), SA26-T, and SA26-AT |
| 2014-09-03 | S 99-07-11 | SOCATA | TBM 700 |
| Biweekly 2014-10 | | | |
| 2014-09-04 2014-09-11 2014-09-12 2014-10-01 | S 2009-21-08 R1 S 2008-24-11 | Piaggio Aero Industries S.p.A. GROB-WERKE Alpha Aviation Concept Limited Vulcanair S.p.A. | P-180 G115EG and G120A R2160 P 68, P 68B, P 68C, P 68C-TC, P 68 "OBSERVER," P68TC "OBSERVER," and P68 "OBSERVER 2" |
| Biweekly 2014-11 | | | |
| 2014-10-03 | | Airbus Helicopters | AS332L1 and EC225LP helicopters |
| Biweekly 2014-12 | | | |
| 2014-07-52 | | Airbus Helicopters | AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters |
| 2014-11-02 | | Airbus Helicopters | SA-365N, SA-365N1, AS-365N2, and AS 365 N3 helicopters |
| 2014-11-07 | | Agusta S.p.A Helicopters | A109A, A109A II, A109C, A109E, A109K2, A109S, AW109SP, A119, and AW119 MKII helicopters |
| 2014-11-08 2014-11-09 | | Airbus Helicopters Costruzioni Aeronautiche Tecnam srl | EC225LP helicopters P2006T airplanes |
| 2014-12-01 | | Bell Helicopter Textron | 214B; 214B-1; 214ST helicopters |

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| 2014-12-51 | E | Airbus Helicopters | EC130B4 and EC130T2 helicopters |
| 2014-12-52 | E | Honeywell International | TFE731-4, -4R, -5AR, -5BR, -5R, -20R, -20AR, -20BR, -40, 40AR, -40R, -40BR, -50R, and -60 turbofan engines |
| Biweekly 2014-13 | | | |
| 2014-04-07 | S 2003-05-03 | Bell Helicopter Textron Canada | 407 helicopters |
| 2014-10-02 | S 2006-11-19 | Dornier Luftfahrt GmbH | 228-100, 228-101, 228-200, 228-201, 228-202, and 228-212 |
| 2014-12-04 | S 2003-01-04 | Bell Helicopter Textron, Inc. | 204B, 204B, 205A, 205A-1, 205A 205A-1, 205B, 210, and 212 helicopters |
| 2014-12-07 | | Agusta S.p.A. | AB412 and AB412EP helicopters |
| 2014-12-08 | S 2004-11-10 | Przedsiębiorstwo Doswiadczalno-Produkcyjne Szybownictwa "PZL-Bielsko" | SZD-50-3 "Puchacz" sailplanes |
| 2014-12-09 | | Agusta S.p.A. | AB412 helicopters |
| Biweekly 2014-14 | | | |
| 2014-11-05 | | Pratt & Whitney Canada Corp. | PT6A-20, PT6A-20A, PT6A-20B, PT6A-25, PT6A-28, PT6A-34B, PT6A-36, PT6A-135, PT6A-11, PT6A-11AG, PT6A-15AG, PT6A-21, PT6A-25A, PT6A-25C, PT6A-27, PT6A-34, PT6A-34AG, PT6A-110, PT6A-112, PT6A-114, and PT6A-135A engines |
| 2014-12-05 | S 2007-10-07 | Turbomeca S.A. | Arriel 2B, 2B1, 2C, 2C1, 2C2, 2S1, and 2S2 turboshaft engines |
| 2014-12-12 | | Airbus Helicopters | EC120B, and EC130B4 helicopters |
| 2014-12-52 | S 2014-12-52 | Honeywell International Inc. | TFE731-4, -4R, -5AR, -5BR, -5R, -20R, -20AR, -20BR, -40, -40AR, -40R, -40BR, -50R, and -60 turbofan engines |
| 2014-13-01 | | Airbus Helicopters | MBB-BK 117 C-2 helicopters |
| 2014-13-04 | | Columbia Helicopters, Inc. | 234 helicopters |
| 2014-13-05 | S 2007-10-16 | British Aerospace Regional Aircraft | Jetstream Model 3201 |
| 2013-22-23 R1 | | AERMACCHI S.p.A. | F.260, F.260B, F.260C, F.260D, F.260E, F.260F, S.208 and S.208A |
| Biweekly 2014-15 | | | |
| 2014-06-51 | S 2013-12-06 | Airbus Helicopters Deutschland GmbH | MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, and MBB-BK 117 C-2 helicopters |
| 2014-13-08 | S 2013-24-14 | Diamond Aircraft Industries GmbH | DA 40 airplanes |
| 2014-13-09 | | Airbus Helicopters Deutschland GmbH | EC135P1, P2, P2+, T1, T2, and T2+ helicopters |
| 2014-15-01 | | M7 Aerospace LLC | SA227-AT, SA227-AC, SA227-BC, SA227-CC, SA227-DC airplanes |
| 2014-15-02 | | GROB-WERKE GMBH & CO KG and BURKHART GROB LUFT-UND RAUMFAHRT GmbH & CO KG | G102 STANDARD ASTIR III, G102 CLUB ASTIR III, and G102 CLUB ASTIR IIIb; G103 TWIN II, G103A TWIN II ACRO, G103C TWIN III ACRO and Model G 103 C Twin III SL gliders |
| 2014-15-51 | E | Embraer S.A. | EMB-500 |
| Biweekly 2014-16 | | | |
| 2014-07-51 | | AgustaWestland S.p.A. | AB139 and AW139 helicopters |
| 2014-12-11 | | Sikorsky Aircraft Corporation | S-92A helicopters |
| 2014-12-51 | | Airbus Helicopters | EC130B4 and EC130T2 helicopters |
| 2014-15-18 | | Mooney International Corporation | M20C, M20E, M20M, M20R, and M20TN |
| 2014-16-01 | | MD Helicopters, Inc. | MD900 helicopters |
| 2014-16-03 | | Fuji Heavy Industries, Ltd. | FA-200-160, FA-200-180, and FA-200-180AO |
| Biweekly 2014-17 | | | |
| 2014-15-51 | | Embraer S.A. | EMB-500 |
| 2014-16-15 | | Turbomeca S.A. | Makila 2A and Makila 2A1 turboshaft engines |
| 2014-16-24 | | Airbus Helicopters Deutschland GmbH | EC135P1, EC135P2, EC135P2+, EC135T1, EC135T2, and EC135T2+ helicopters |

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

| AD No. | Information | Manufacturer | Applicability |
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Biweekly 2014-18

| | | | |
|------------|-----------------|---|--|
| 2014-16-17 | S 2010-17-18 R1 | Air Tractor, Inc. | AT-802 and AT-802A |
| 2014-17-01 | | Viking Air Limited | DHC-3 |
| 2014-17-03 | | Technify Motors GmbH | TAE 125-02-99 and TAE 125-02-114 reciprocating engines |
| 2014-17-08 | | Pratt & Whitney Canada Corp. | PT6A-114 and PT6A-114A turboprop engines |
| 2014-17-09 | | Harry E. Williams and Cliff Robertson, and de Havilland | DH 82A and de Havilland Model DH 83 |

Biweekly 2014-19

| | | | |
|---------------|--------------|-------------------------------|-------------------|
| 2013-22-14 R1 | S 2013-22-20 | DG Flugzeugbau GmbH | DG-1000T gliders |
| 2014-07-04R1 | | Sikorsky Aircraft Corporation | S-92A helicopters |
| 2014-18-01 | | Rockwell Collins, Inc. | Appliance: See AD |
| 2014-18-03 | | APEX Aircraft | R 3000/160 |
| 2014-19-01 | | Embraer S.A. | EMB-505 |

Biweekly 2014-20

| | | | |
|------------|--|----------------|---|
| 2014-19-05 | | Turbomeca S.A. | Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, 1S1, 2B, 2B1, 2C, 2C1, 2C2, 2S1, and 2S2 turboshaft engines |
|------------|--|----------------|---|

Biweekly 2014-21

| | | | |
|------------|------------------------------|-----------------------------|---|
| 2014-20-05 | S 75-20-06 | Embraer | EMB-110P1 and EMB-110P2 airplanes |
| 2014-20-12 | | Alexandria Aircraft LLC | 14-19-3A, 17-30, 17-30A, 17-31, 17-31A, 17-31ATC, and 17-31TC airplanes |
| 2014-20-13 | S 2014-04-03 S 2012-02-13 | Pacific Aerospace Limited | 750XL airplanes |
| 2014-20-14 | | Pacific Aerospace Limited | 750XL airplanes |
| 2014-20-15 | | Airbus Helicopters, Inc. | EC130B4 helicopters |
| 2014-20-16 | | Brantly International, Inc. | B-2, Model B-2A, and Model B-2B helicopters |



2014-20-05 Empresa Brasileira de Aeronautica S. A. (EMBRAER): Amendment 39-17978;
Docket No. FAA-2014-0740; Directorate Identifier 2014-CE-030-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective October 27, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Empresa Brasileira de Aeronautica S. A. (EMBRAER) Models EMB-110P1 and EMB-110P2 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 corrosion and cracking on the rudder trim tab actuator terminal. We are issuing this AD to detect and correct corrosion and cracking on the rudder trim tab actuator terminal, which could cause the terminal to fail and result in loss of control.

(f) Actions and Compliance

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

(1) Within the next 10 hours time-in-service (TIS) after October 27, 2014 (the effective date of this AD) or 15 days after October 27, 2014 (the effective date of this AD), whichever occurs first, and repetitively thereafter at intervals not to exceed 60 months, do a detailed inspection to detect discrepancies and corrosion on the rudder trim tab actuator components. Follow the Accomplishment Instructions of Embraer Alert Service Bulletin (ASB) 110-27-A095, original issue, dated August 21, 2014.

(2) If any discrepancy is found during any inspection required in paragraph (f)(1) of this AD, before further flight, repair or replace the discrepancy, as necessary, following Accomplishment Instructions of Embraer Alert Service Bulletin (ASB) 110-27-A095, original issue, dated August 21, 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: 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 Agência Nacional de Aviação Civil (ANAC) AD No.: 2014-09-01, dated September 4, 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-2014-0740.

(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 Alert Service Bulletin SB No.: 110-27-A095, dated August 21, 2014.

(ii) Reserved.

(3) For Empresa Brasileira de Aeronautica S. A. (EMBRAER) service information identified in this AD, contact Embraer-S.A., EFTC-Service Bulletin Engineering, Avenida Brigadeiro Faria Lima, 2170, São José dos Campos-SP-12227-901, Brasil; phone: +55 12 3927 1000; fax: +55 12 3927-6600 (ext. 1624); email: fleet.reliability@embraer.com.br; internet: <http://www.flyembraer.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 September 24, 2014.

Monica L. Nemecek,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2014-20-12 Alexandria Aircraft LLC: Amendment 39-17985; Docket No. FAA-2014-0438; Directorate Identifier 2014-CE-015-AD.

(a) Effective Date

This AD is effective November 12, 2014.

(b) Affected ADs

This AD supersedes AD 75-20-06, Amendment 39-2372 (40 FR 43484, September 22, 1975, "AD 75-20-06").

(c) Applicability

This AD applies to Alexandria Aircraft LLC (type certificate previously held by Bellanca Aircraft Corp., Viking Aviation, Inc., and Bellanca, Inc.) Models 14-19-3A, 17-30, 17-30A, 17-31, 17-31A, 17-31ATC, and 17-31TC airplanes, all serial numbers (S/Ns), certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 53, Fuselage.

(e) Unsafe Condition

This AD was prompted by reports that cracks are still being found in the vertical side fuselage tube (fuselage station 7) in the area near the upper fuselage longeron on airplanes that have had Bellanca Kit SK1234789-0004 installed, which is a terminating action for the repetitive inspections required in AD 75-20-06. We are issuing this AD to detect and correct cracks in either vertical side fuselage tube (F.S. 7), which is adjacent to the horizontal stabilizer carry-through, in the area near the upper fuselage longeron to prevent failure of the horizontal stabilizer. This failure could cause reduced structural integrity of the fuselage and result in loss of control.

(f) Compliance

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

(g) Inspection

(1) Models 14-19-3A and 17-31A, S/Ns 32-15 through 76-32-163; Models 17-30 and 17-30A, S/Ns 30263 through 76-30811; and Models 17-31, 17-31TC, and 17-31ATC, S/Ns 30004, and 31004 through 76-31124 (airplanes previously affected by AD 75-20-06): Within the next 100 hours time-in-service (TIS) after the last inspection completed by AD 75-20-06 or within the next 25 hours TIS after November 12, 2014 (the effective date of this AD), whichever occurs later, and repetitively

thereafter at intervals not to exceed 100 hours TIS, visually inspect the aft fuselage truss for cracks as specified in paragraph 4. INSPECTION of Alexandria Aircraft LLC Bellanca Service Letter 85, Revision B, dated April 8, 2004.

(2) Models 14-19-3A, 17-30, 17-30A, 17-31, 17-31A, 17-31ATC, and 17-31TC airplanes, all S/Ns not referenced in paragraph (g)(1) of this AD (airplanes not previously affected by AD 75-20-06): Before or upon the accumulation of 300 hours TIS or within the next 25 hours TIS after November 12, 2014 (the effective date of this AD), whichever occurs later, and repetitively thereafter at intervals not to exceed 100 hours TIS, visually inspect the aft fuselage truss for cracks as specified in paragraph 4. INSPECTION of Alexandria Aircraft LLC Bellanca Service Letter 85, Revision B, dated April 8, 2004.

(h) Replacement

If cracks are found during any inspection required by paragraphs (g)(1) and (g)(2) of this AD, before further flight, replace the cracked parts with FAA-approved zero-time parts as specified in paragraph 5. REPAIR of Alexandria Aircraft LLC Bellanca Service Letter 85, Revision B, dated April 8, 2004.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Chicago Aircraft Certification Office (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 (j) 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.

(3) AMOCs approved for AD 75-20-06, Amendment 39-2372 (40 FR 43484, September 22, 1975) are not approved as AMOCs for the corresponding provisions of this AD.

(j) Related Information

For more information about this AD, Steven Rosenfeld, Aerospace Engineer, FAA, Chicago ACO, 2300 East Devon Avenue, Room 107, Des Plaines, IL 60018; phone: (847) 294-7030; fax: (847) 294-7834; email: steven.rosenfeld@faa.gov.

(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) Alexandria Aircraft LLC Bellanca Service Letter 85, Revision B, dated April 8, 2004.

(ii) Reserved.

(3) For Alexandria Aircraft LLC service information identified in this AD, contact Alexandria Aircraft LLC, 2504 Aga Drive, Alexandria, MN 5630; phone: (320) 763-4088; fax: (320) 763-4095; Internet: www.bellanca-aircraft.com; email: partsales@bellanca-aircraft.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 September 26, 2014.
Kelly A. Broadway,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2014-20-13 Pacific Aerospace Limited: Amendment 39-17986; Docket No. FAA-2014-0494; Directorate Identifier 2014-CE-017-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective November 12, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pacific Aerospace Limited Model 750XL airplanes, all serial numbers, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 53: Fuselage.

(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 failure of the fin forward pickup due to possible fatigue cracks. We are issuing this proposed AD to detect and correct cracked fin forward pickup fittings to prevent failure of the fin forward pickup.

(f) Actions and Compliance

Do the following actions as specified in paragraphs (f)(1) and (f)(2), including all subparagraphs, of this AD, unless already done:

(1) Inspect the fin forward pickup fittings for cracks on or before 2,000 hours total time-in-service (TTIS) or 150 hours time-in-service (TIS) after November 12, 2014 (the effective date of this AD), whichever occurs later, and repetitively thereafter at intervals not to exceed 600 hours TIS or 12 months, whichever occurs first. Follow Pacific Aerospace Limited Mandatory Service Bulletin PACSB/XL/068, issue 3, dated May 29, 2014.

Note 1 to paragraph (f)(1) of this AD: The MCAI mentions actions that are different for standard category versus restricted category airplanes. The Pacific Aerospace Limited Model 750XL airplane is only type certificated in the normal (standard) category in the United States so these are the actions that are specified in this AD.

(2) If you find any cracks as a result of any inspection required by paragraph (f)(1) of this AD, before further flight, replace both plates. Do the replacement following Pacific Aerospace Limited Mandatory Service Bulletin PACSB/XL/068, issue 3, dated May 29, 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: Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4123; fax: (816) 329-4090; email: Karl.Schletzbaum@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

(h) Related Information

Refer to MCAI New Zealand Civil Aviation Authority (CAA) AD DCA/750XL/16A, dated June 18, 2014, for related information. The MCAI can be found in the AD docket on the Internet at: <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0494-0002>.

(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) Pacific Aerospace Limited Mandatory Service Bulletin PACSB/XL/068, issue 3, dated May 29, 2014.

(ii) Reserved.

(3) For Pacific Aerospace Limited service information identified in this AD, contact Pacific Aerospace Unlimited, Airport Road, Hamilton, Private Bag HN3027, Hamilton 3240, New Zealand, phone: +64 7 843 6144; fax: +64 7 843 6134; email: pacific@aerospace.co.nz, internet: www.aerospace.co.nz.

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

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

Issued in Kansas City, Missouri, on September 26, 2014.

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



2014-20-14 Pacific Aerospace Limited: Amendment 39-17987; Docket No. FAA-2014-0516; Directorate Identifier 2014-CE-021-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective November 12, 2014.

(b) Affected ADs

This AD supersedes AD 2014-04-03, Amendment 39-17761 (79 FR 10344, February 25, 2014).

(c) Applicability

This AD applies to Pacific Aerospace Limited Model 750XL 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 from 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 control column attachment bolts failing in service. We are issuing this AD to prevent failure of the control column attachment bolt, which could result in control column detachment and cause loss of control.

(f) Actions and Compliance

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

(1) As of February 24, 2014 (the effective date of AD 2014-04-03, Amendment 39-17761 (79 FR 10344, February 25, 2014)), if the left hand and the right hand control column attachment bolts have been replaced following the ACCOMPLISHMENT INSTRUCTIONS in Pacific Aerospace Limited Mandatory Service Bulletin PACSB/XL/070, Issue 1, dated January 24, 2014, then within the next 150 hours time-in-service (TIS) after November 12, 2014 (the effective date of this AD), replace the left hand and the right hand control column attachment bolts following the ACCOMPLISHMENT INSTRUCTIONS in Pacific Aerospace Limited Service Bulletin PACSB/XL/070, Issue 2, dated June 3, 2014.

(2) As of February 24, 2014 (the effective date of AD 2014-04-03, Amendment 39-17761 (79 FR 10344, February 25, 2014)), if the left hand and the right hand control column attachment bolts have not been replaced following the ACCOMPLISHMENT INSTRUCTIONS in Pacific Aerospace Limited Mandatory Service Bulletin PACSB/XL/070, Issue 1, dated January 24, 2014, then within the next 10 hours TIS after November 12, 2014 (the effective date of this AD), replace the left hand and the right hand control column attachment bolts following the ACCOMPLISHMENT

INSTRUCTIONS in Pacific Aerospace Limited Service Bulletin PACSB/XL/070, Issue 2, dated June 3, 2014.

(g) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs):

(i) The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4123; fax: (816) 329-4090; email: karl.schletzbaum@faa.gov.

(ii) AMOCs approved for AD 2014-04-03, Amendment 39-17761 (79 FR 10344, February 25, 2014) are not approved as AMOCs for this AD.

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

(h) Related Information

Refer to MCAI Civil Aviation Authority (CAA) AD DCA/750XL/15A, dated June 26, 2014, and Pacific Aerospace Limited Mandatory Service Bulletin PACSB/XL/070, Issue 1, dated January 24, 2014, for related information. You may examine the MCAI on the Internet at <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0516-0002>.

(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) Pacific Aerospace Limited Service Bulletin PACSB/XL/070, Issue 2, dated June 3, 2014.

(ii) Reserved.

(3) For Pacific Aerospace Limited service information identified in this AD, contact Pacific Aerospace Limited, Hamilton Airport, Private Bag 3027 Hamilton 3240, New Zealand; telephone: +64 7 843 6144; fax: +64 7 843 6134; email: pacific@aerospace.co.nz; Internet: <http://www.aerospace.co.nz/>.

(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 September 26, 2014.

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



2014-20-15 Airbus Helicopters, Inc. (Previously Eurocopter France): Amendment 39-17988;
Docket No. FAA-2014-0757; Directorate Identifier 2014-SW-030-AD.

(a) Applicability

This AD applies to Model EC130B4 helicopters that do not have Modification (MOD) 073880 incorporated, all serial numbers, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as cracks on the tailboom/Fenestron junction frame (junction frame). This condition could result in structural failure of the tailboom, detachment of the Fenestron, and subsequent loss of control of the helicopter.

(c) Affected ADs

This AD supersedes AD 2012-02-13, Amendment 39-16936 (77 FR 5994, February 7, 2012).

(d) Effective Date

This AD becomes effective October 22, 2014.

(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) Within 10 hours time-in-service (TIS):

(i) Inspect the right-hand side of the junction frame for cracks in the web from the inside as depicted in Details C and D of Figure 2 of Airbus Helicopters Emergency Alert Service Bulletin No. 53A019, Revision 1, dated April 15, 2014 (EASB).

(ii) Strip the paint around the entire circumference of the junction frame as depicted in Detail E of Figure 3 of the EASB. Apply a coat of primer to the stripped area. Apply varnish to the stripped area.

(iii) Inspect the stripped area of the frame for cracks from the outside.

(2) Thereafter at intervals not to exceed 40 hours TIS, inspect the frame by following the inspection requirements of paragraphs (f)(1)(i) and (f)(1)(iii) of this AD.

(3) If there is a crack, before further flight, replace the junction frame with an airworthy junction frame.

(4) Do not install a tailboom that does not incorporate MOD 073880 on any helicopter.

(g) Special Flight Permits

Special flight permits are prohibited.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Robert Grant, Aviation Safety Engineer, Safety Management Group, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email robert.grant@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

The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2014-0114-E, dated May 8, 2014. You may view the EASA AD on the Internet at <http://www.regulations.gov> in Docket No. FAA-2014-0757.

(j) Subject

Joint Aircraft Service Component (JASC) Code: 5302: Rotorcraft Tail Boom.

(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) Airbus Helicopters Emergency Alert Service Bulletin No. 53A019, Revision 1, dated April 15, 2014.

(ii) Reserved.

(3) For Airbus Helicopters, Inc. service information identified in this AD, contact Airbus Helicopters, Inc., 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at <http://www.airbushelicopters.com/techpub>.

(4) You may view this service information at FAA, Office of the Regional Counsel, Southwest Region, 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 22, 2014.

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



2014-20-16 Brantly International, Inc.: Amendment 39-17989; Docket No. FAA-2012-1093; Directorate Identifier 2011-SW-020-AD.

(a) Applicability

This AD applies to the Brantly International, Inc., (Brantly) Model B-2, Model B-2A, and Model B-2B helicopters, with a main rotor (M/R) blade, part number (P/N) 248-101, 248-202, or 248-404, installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a crack or delamination in an M/R blade. This condition could result in loss of an M/R blade and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective November 12, 2014.

(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) Before the first flight of each day, visually check the top and bottom of each M/R blade for a crack. Pay particular attention to the M/R blade root area, the area around the lead/lag damper mounting fork, and the trailing edge. These actions may be performed by the owner/operator (pilot) holding at least a private pilot certificate, and must be entered into the aircraft records showing compliance with this AD in accordance with 14 CFR 43.9 (a)(1) through (4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

(2) Within 8 hours time-in-service (TIS), for a helicopter with an M/R blade, P/N 248-101 or P/N 248-202, and for a helicopter with an M/R blade P/N 248-404 with 10 or more years or 1,000 or more hours TIS, whichever occurs first, remove each M/R blade and:

(i) Using an inspector qualified to the American Society for Nondestructive Testing (ASNT) Level II or equivalent, eddy current inspect each M/R blade for a crack in accordance with paragraph 4 and paragraphs 7 through 17 of Brantly International B-2 Main Rotor Blade Root Skin Inspection Technique Number ET002, dated November 2007 (technique), except this AD only requires you to inspect the inboard first 12 inches of the top and bottom of each blade.

Note 1 to paragraph (e)(2)(i) of this AD: A copy of the Technique is attached to Brantly International, Inc., Service Bulletin No. 111, dated February 10, 2011 (SB 111).

(ii) Thereafter, at intervals not to exceed 300 hours TIS or five calendar years, whichever occurs first, repeat the eddy current inspection in accordance with the requirements of paragraph (e)(2)(i) of this AD.

(iii) Using a metallic coin or tap hammer, tap inspect each M/R blade for delamination in the bonded areas as shown on SB-111, Section 4. Pay particular attention to the root area in the first 12 inches of the top and bottom of each M/R blade.

(iv) Using a 10X or higher power magnifying glass, visually inspect the top and bottom of each M/R blade for a crack.

(v) Thereafter, at intervals not to exceed 25 hours TIS, repeat the tap inspection in accordance with the requirements of paragraph (e)(2)(iii) of this AD and the visual inspection using a 10X or higher power magnifying glass in accordance with the requirements of paragraph (e)(2)(iv) of this AD.

(3) Before further flight, remove from service any M/R blade with a crack, delamination within the inboard 12 inches, or total delamination greater than 2 square inches outside the inboard 12 inches.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Rotorcraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Marc Belhumeur, Senior Project Engineer, Rotorcraft Certification Office, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5170; email 7-AVS-ASW-170@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) Subject

Joint Aircraft Service Component (JASC) Code: 6210, Main Rotor Blade.

(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) Brantly International B-2 Main Rotor Blade Root Skin Inspection, Technique Number ET002, dated November 1, 2007.

(ii) Brantly International Inc., Service Bulletin No. 111, dated February 10, 2011.

(3) For Brantly service information identified in this AD, contact Brantly International, Inc., 621 South Royal Lane, Suite 100, Coppell Texas, 75019, telephone (972) 829-4638, email tacher@superiorairparts.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 September 19, 2014.
Lance T. Gant,
Acting Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.