

**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES**

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

**BIWEEKLY 2013-08**

*4/8/2013 - 4/21/2013*



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

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

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

**Biweekly 2013-01**

2012-26-07		Eurocopter France	AS350BA helicopters
2012-26-09		Burkhart GROB Luft-und Raumfahrt GmbH	GROB G 109 and GROB G 109B sailplanes
2012-26-10		Eurocopter France	SA-365N, SA-365N1, AS-365N2, AS 365 N3, EC 155B, EC155B1, SA-366G1, SA-365C, SA-365C1, and SA-365C2 helicopters
2012-26-11		Bell Helicopter Textron Inc	205A, 205A-1, and 205B helicopters
2012-26-12		Thielert Aircraft Engines	TAE 125-02-99 and TAE 125-02-114 reciprocating engines
2012-26-13	S 2011-07-09	Thielert Aircraft Engines GmbH	TAE 125-01, TAE 125-02-99, and TAE 125-02-114 reciprocating engines
2012-26-15		Honeywell International Inc	See AD
2012-27-02		Turbomeca S.A.	ARRIEL 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1 turboshaft engines

**Biweekly 2013-02**

2012-17-08		Bell Helicopter Textron Inc	204B, 205A, 205A-1, 205B, and 212 helicopters
2012-24-09	COR	Lycoming Engines and Continental Motors, Inc.	TIO-540-AK1A, TSIO-360-MB, TSIO-360-SB, and TSIO-360-RB reciprocating engines
2013-01-06		Pilatus Aircraft Ltd	PC-7
2013-02-01		Bell Helicopter Textron Inc	206L, 206L-1, and 206L-3 helicopters, and Model 206L-4 helicopters

**Biweekly 2013-03**

2013-01-04		Bell Helicopter Textron, Inc	412 and 412EP helicopters
2013-01-05		Eurocopter France	AS350B3 and EC130B4 helicopters
2013-01-07		Turbomeca S.A.	Arriel 2D turboshaft engines
2013-02-13		Piper Aircraft, Inc	PA-28-236, PA-28-140, PA-28-150, PA-28-151, PA-28-160, PA-28-161, PA-28-180, PA-28-181, PA-28-201T, PA-28R-201, PA-28-235, PA-28R-201T, PA-28S-160, PA-28S-180, PA-28R-180, PA-28R-200, PA-28RT-201, PA-28RT-201T, PA-32-260, PA-32-301, PA-32-301T, PA-32-300, PA-32R-300, PA-32R-301T, PA-32R-301 (SP), PA-32R-301 (HP), PA-32RT-300, PA-32RT-300T, PA-32S-300, PA-32-301FT, PA-32-301XTC, PA-34-200, PA-34-200T, PA-34-220T, PA-44-180, and PA-44-180T
2013-03-03		MD Helicopters, Inc.	500N, 600N, and MD900 helicopters

**Biweekly 2013-04**

2012-26-16	S 2009-14-13	Pilatus Aircraft Ltd.	PC-12, PC-12/45, PC-12/47, and PC-12/47E
2013-03-01	S 2010-20-18	Pacific Aerospace Limited	FU24-954 and FU24A-954
2013-03-02	S 2012-19-09	Eurocopter France	EC 155B, EC155B1, SA-365N1, AS-365N2 AS 365 N, and AS 365 N3 helicopters
2013-03-04		Sikorsky Aircraft Corporation	269D and Model 269D
2013-03-09		DG Flugzeugbau GmbH	DG-1000T gliders
2013-03-10		Lindstrand Hot Air Balloons Ltd	Appliance: Female ACME threaded hose connectors
2013-03-14		Pratt & Whitney Canada Corp.	PT6C-67C turboshaft engines
2013-03-15		Cessna Aircraft Company	172R and 172S
2013-03-16	S 2011-08-01	Bell Helicopter Textron	204B, 205A, 205A-1, 205B, 210 and 212 helicopters
2013-03-21		Pratt & Whitney Canada Corp.	PW206B, PW206B2, PW206C, PW207C, PW207D, PW207D1, PW207D2, and PW207E turboshaft engines
2013-04-02		Reims Aviation S.A.	F406

**Biweekly 2013-05**

2013-04-06		Eurocopter France	AS332C, AS332L, and AS332L1 helicopters
2013-04-08		Diamond Aircraft Industries GmbH	H-36, HK 36 R, HK 36 TS, and HK 36 TTS
2013-04-09		Costruzioni Aeronautiche Tecnam srl	P2006T
2013-05-01	S 2011-24-08	Turbomeca S.A.	Makila 1A2 turboshaft engines

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

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

**Biweekly 2013-06**

2012-26-06	S 97-10-15	Erickson Air-Crane Incorporated	S-64F helicopters
2013-04-06		Eurocopter France	AS332C, AS332L, and AS332L1 helicopters
2013-05-14		Bell Helicopter Textron, Inc.	412 and 412EP helicopters
2013-05-17		Sikorsky Aircraft Corporation	S-61A, D, E, L, N, NM, R, and V helicopters
2013-05-23		Eurocopter France	AS332C, L, and L1 helicopters
2013-06-02		Diamond Aircraft Industries GmbH	DA 42 M-NG and DA 42 NG

**Biweekly 2013-07**

2004-21-08 R1	R 2004-21-08	Cessna Aircraft Company	190, 195 (L-126A,B,C), 195A, and 195B
2008-07-11 R1		Pilatus Aircraft Ltd.	PC-12, PC-12/45, and PC-12/47
2013-03-10		Lindstrand Hot Air Balloons Ltd	Appliance: female ACME threaded hose connectors
2013-05-15		Robinson Helicopter Company	R44 and R44 II helicopters
2013-05-16		MD Helicopters, Inc.	369D, E, F, and FF helicopters
2013-05-21		Eurocopter France	EC130 B4 helicopters
2013-05-22		Agusta S.p.A.	A109, A109A, A109A II, A109C, A109K2, A109E, A109S, and A119 helicopters
2013-06-04		Reims Aviation S.A.	F406
2013-06-07		Eurocopter France	SA-365N1, AS-365N2, and AS 365 N3 helicopters
2013-06-51		See AD	See Ad

**Biweekly 2013-08**

2013-07-01		Diamond Aircraft Industries GmbH	DA 42, DA 42 M-NG, and DA 42 NG
2013-07-05		Eurocopter France	EC130B4 helicopters
2013-07-06		Eurocopter France	AS332C, AS332L, AS332L1, AS332L2, and EC225LP helicopters
2013-07-12		BRP Powertrain GmbH & Co KG Rotax	912 F2; 912 F3, 912 F4, 912 S2; 912 S3, 912 S4, 914 F2; 914 F3; and 914 F4 engines
2013-08-04		Grob-Werke	G115EG
2013-08-06		Bell Helicopter Textron Canada	430 helicopters
2013-08-07		Eurocopter France	AS332C, L, and L1 helicopters



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**2013-07-01 Diamond Aircraft Industries GmbH:** Amendment 39-17405; Docket No. FAA-2012-1148; Directorate Identifier 2012-CE-039-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective May 20, 2013

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Diamond Aircraft Industries GmbH Models DA 42, DA 42 M-NG, and DA 42 NG airplanes, all serial numbers, certificated in any category.

**(d) Subject**

Air Transport Association of America (ATA) Code 32: Landing Gear.

**(e) Reason**

This AD was prompted by mandatory continuing airworthiness information (MCAI) 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 overextension of the MLG shock absorber. We are issuing this AD to prevent the MLG jamming in the gear bay, which could result in damage to the aircraft or occupant injury.

**(f) Actions and Compliance**

Unless already done, do the following actions:

(1) Within the next 200 hours time-in-service (TIS) after May 20, 2013 (the effective date of this AD) or within the next 12 months after May 20, 2013 (the effective date of this AD), whichever occurs first, do either (i) or (ii) as follows:

(i) Modify the left hand (LH) and right hand (RH) MLG leg shock absorbers P/N D60-3277-10-00 following either:

(A) The Instructions section of Diamond Aircraft Industries GmbH Work Instruction WI-MSB 42-095, MSB 42NG-026, Revision 1, dated February 5, 2013, and the Accomplishment/Instructions of Diamond Aircraft Industries GmbH Mandatory Service Bulletin MSB 42-095, MSB 42NG-026, dated November 11, 2011; or

(B) The Instructions section of Diamond Aircraft Industries GmbH Work Instruction WI-RSB 42-089, WI-RSB 42NG-017, Revision 2, dated February 12, 2013, and the Accomplishment/Instructions of Diamond Aircraft Industries GmbH Recommended Service Bulletin RSB 42 089/1, RSB 42NG-017/1, dated April 19, 2011.

(ii) Replace each MLG leg shock absorber P/N D60-3277-10-00 with a modified unit P/N D60-3277-10-00-01, following, as applicable: the Instructions section of Diamond Aircraft Industries GmbH Work Instruction WI-RSB 42-089, WI-RSB 42NG-017, Revision 2, dated February 12, 2013, and Diamond Aircraft Industries GmbH Recommended Service Bulletin RSB 42 089/1, RSB 42NG-017/1, dated April 19, 2011.

(2) After May 20, 2013 (the effective date of this AD), do not install an MLG leg shock absorber P/N D60-3277-10-00 on the airplane, unless the shock absorber has been modified following the instructions in either paragraph (f)(1)(i)(A) or (f)(1)(i)(B) of this AD.

### **(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. 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.: 2012-0174, dated September 4, 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 42-095, MSB 42NG-026, dated November 11, 2011;

(ii) Diamond Aircraft Industries GmbH Recommended Service Bulletin RSB 42-089/1, RSB 42NG-017/1, dated April 19, 2011;

(iii) Diamond Aircraft Industries GmbH Work Instruction WI-MSB 42-095, MSB 42NG-026, Revision 1, dated February 5, 2013; and

(iv) Diamond Aircraft Industries GmbH Work Instruction WI-RSB 42-089, WI-RSB 42NG-017, Revision 2, dated February 12, 2013.

(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; Internet: <http://www.diamond-air.at>.

(4) You may view this service information at FAA, 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 March 22, 2013.

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



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**2013-07-05 Eurocopter France:** Amendment 39-17409; Docket No. FAA-2012-0630; Directorate Identifier 2011-SW-010-AD.

**(a) Applicability**

This AD applies to Eurocopter France EC130B4 helicopters with center windscreen panel (center windscreen), part number (P/N) 350A25-9004-00, 350A25-9025-00, or 350A25-9041-20, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as a crack in the blending radii of the center windscreen, which could lead to failure of the center windscreen, injury to the flight crew, and subsequent loss of control of the helicopter.

**(c) Effective Date**

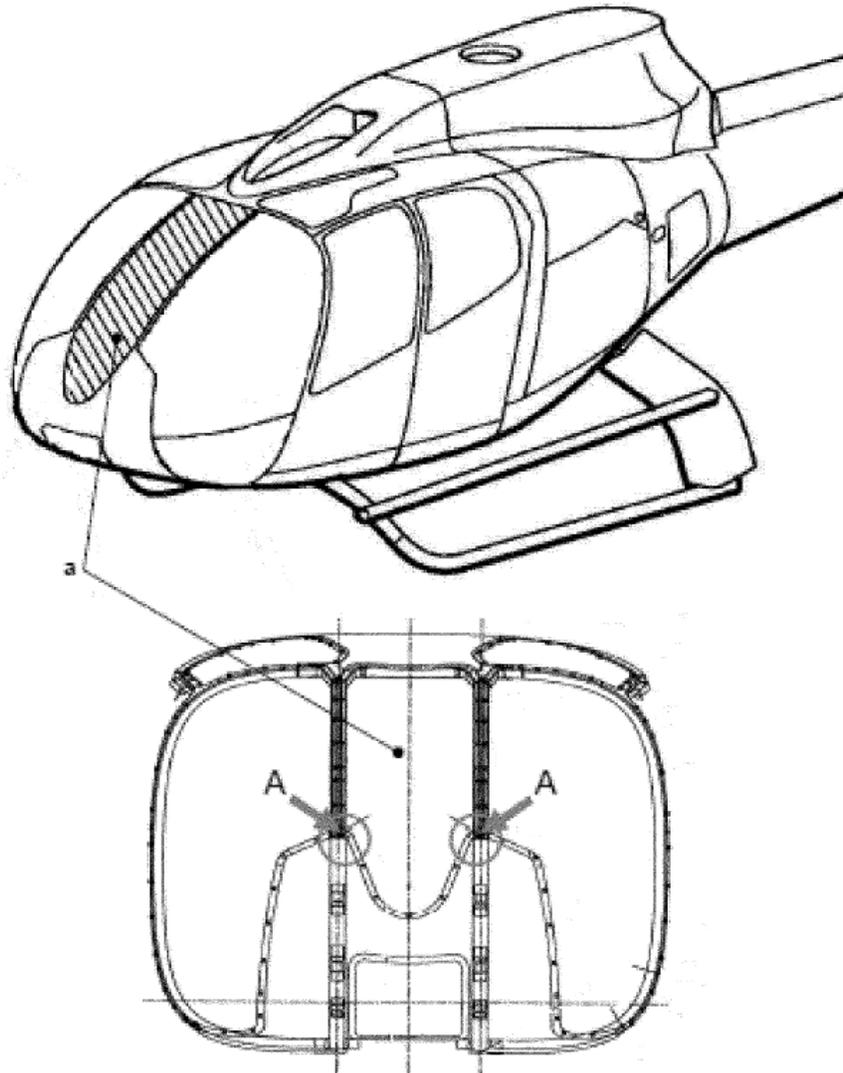
This AD becomes effective May 15, 2013.

**(d) Compliance**

You are responsible for performing each action required by this AD within the specified compliance time unless accomplished previously.

**(e) Required Actions**

(1) Until the center windscreen is replaced with center windscreen P/N 350A25-9045-20, before each flight, visually check the center windscreen for a crack in the area of the blending radii where the front-lower part of the center windscreen joins the front fuselage as depicted in Figure 1 to paragraph (e)(1) of this AD. This visual check 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 Title 14 Code of Federal Regulations (14 CFR) 43.9 (a)(1)-(4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.



**Figure 1 to Paragraph (e)(1)**

(2) If there is a crack or if a pilot indicates that the center windscreen distorted during flight, before further flight, replace the center windscreen with an airworthy center windscreen, P/N 350A25-9045-20, in accordance with the Accomplishment Instructions, paragraphs 2.B.2.b. through 2.B.2.b.4., of Eurocopter Service Bulletin No. 56-003, Revision 0, dated November 16, 2010.

(3) Within 12 months, replace the center windscreen with an airworthy center windscreen, P/N 350A25-9045-20, in accordance with the instructions contained in paragraph (e)(2) of this AD.

(4) Replacing the center windscreen with center windscreen, P/N 350A25-9045-20, constitutes terminating action for the requirements of this AD.

**(f) Special Flight Permits**

Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the requirements of this AD can be accomplished, provided that:

- (1) No passengers are onboard;
- (2) The time to fly to the location does not exceed 10 hours time-in-service; and
- (3) The airspeed does not exceed 70 knots indicated air speed (KIAS).

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

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Jim Grigg, Manager, Safety Management Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, TX 76137; telephone (817) 222-5110; email [jim.grigg@faa.gov](mailto:jim.grigg@faa.gov).

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

**(h) Additional Information**

The subject of this AD is addressed in European Aviation Safety Agency AD No. 2010-0258, dated December 6, 2010.

**(i) Subject**

Joint Aircraft Service Component (JASC) Code: 5600, Window/Windshield System.

**(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) Eurocopter Service Bulletin No. 56-003, Revision 0, dated November 16, 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 January 22, 2013.

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



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**2013-07-06 Eurocopter France (Eurocopter):** Amendment 39-17410; Docket No. FAA-2013-0307; Directorate Identifier 2012-SW-079-AD.

**(a) Applicability**

This AD applies to Eurocopter Model AS332C, AS332L, AS332L1, AS332L2, and EC225LP helicopters, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as degradation of the epicyclic reduction gear module within a rotor drive system gearbox. This condition could result in failure of the main gearbox (MGB), intermediate gearbox (IGB), or tail gearbox (TGB) and subsequent loss of control of the helicopter.

**(c) Affected ADs**

This AD supersedes AD 2012-01-03, Amendment No. 39-16914 (77 FR 5991, February 7, 2012).

**(d) Effective Date**

This AD becomes effective May 6, 2013.

**(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) For Model AS332L2 and EC225LP helicopters, before further flight:

(i) Determine from the maintenance records whether, within the last 200 hours time-in-service (TIS), the "CHIP" detector light illuminated because of a metal particle on the chip detector of the MGB epicyclic module (module), and if so, whether the "CHIP" detector light stayed illuminated after the "CHIP" detector switch was turned to the "CHIP PULSE" setting to activate the "fuzz burn-off" feature.

(A) If the maintenance records indicate that the "CHIP" detector light illuminated because of a metal particle on the chip detector of the module, and the "CHIP" detector light stayed illuminated after the "CHIP" detector switch was turned to the "CHIP PULSE" setting, replace the module with an airworthy module before further flight.

(B) If the maintenance records do not indicate which "CHIP" detector caused the "CHIP" detector light to illuminate, or whether the detector light stayed illuminated after the "CHIP" detector switch was turned to the "CHIP PULSE" setting, replace the module with an airworthy module before further flight.

(ii) Inspect the module magnetic chip detector electrical circuit and determine whether the system is functioning properly, including whether the "CHIP" detector light annunciates on the instrument panel (Vehicle Monitoring System Screen).

(iii) After accomplishing paragraph (f)(1)(i)-(ii) of this AD, thereafter, if the "CHIP" detector light illuminates, stays illuminated after the chip detector switch is turned to the "CHIP PULSE" setting, and there is a metal particle on the module magnetic chip detector (rather than the main reduction gear (lower MGB), the flared housing (mast assembly), the IGB, or the TGB chip detectors) that caused the "CHIP" detector light to illuminate, replace the module with an airworthy module.

(iv) Within 50 hours TIS, remove, modify, reidentify, and reinstall the chip collector as shown in Figures 2 through 5, and in accordance with the Accomplishment Instructions, paragraph 2.B.1.b.1 through 2.B.1.b.5, of Eurocopter Emergency Alert Service Bulletin (EASB) No. 05.00.81, Revision 3, dated July 13, 2012, or Eurocopter EASB No. 05A017, Revision 3, dated July 13, 2012, for your model helicopter.

(v) Before installing a MGB, modify, reidentify, and reinstall the chip collector in accordance with paragraph (f)(1)(iv) of this AD.

(2) Within 25 hours TIS, and thereafter at intervals not exceeding 25 hours TIS:

(i) For Model AS332C, L, and L1 helicopters with non-electrical chip detectors and electrical chip detectors without a caution light on the instrument panel, inspect the IGB, TGB, tapered housing, and MGB bottom casing chip detectors for a chip or metallic particle.

(ii) For Model AS332L2 helicopters with non-electrical chip detectors and electrical chip detectors without a caution light on the instrument panel, inspect the module, main rotor mast tapered housing, IGB, and TGB chip detectors for a chip or metallic particle.

(3) Within 50 hours TIS, and thereafter at intervals not exceeding 50 hours TIS:

(i) For Model AS332C, L, and L1 helicopters with electrical chip detectors with a caution light on the instrument panel, inspect the MGB bottom casing, TGB, and IGB chip detectors for a chip or metallic particle.

(ii) For Model AS332L2 helicopters with electrical chip detectors with a caution light on the instrument panel, inspect the MGB bottom casing chip detector for a chip or magnetic particle.

(iii) For Model EC225LP helicopters, inspect the MGB, IGB, and TGB chip detectors for a chip or magnetic particle. If there is a chip or magnetic particle, determine whether the "CHIP" caution light illuminates on the "Vehicle" page of the Vehicle Management System. If the "CHIP" caution light does not illuminate on the "Vehicle" page, perform a fault analysis.

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

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Rao Edupuganti, Aerospace Engineer, FAA, Rotorcraft Directorate, Regulations and Policy Group, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone: (817) 222-5110; fax: (817) 222-5961, email [rao.edupuganti@faa.gov](mailto:rao.edupuganti@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 (ASB) No. AS332-05-00-94, Revision 0, dated July 13, 2012, and ASB No. EC225-05A29, Revision 0, dated July 13, 2012, which are not incorporated by reference, contain additional information about the subject of this AD. For service information identified in this AD, contact American Eurocopter Corporation, 2701 N. Forum Drive, Grand

Prairie, Texas 75052, telephone (972) 641-0000 or (800) 232-0323, fax (972) 641-3775, or at <http://www.eurocopter.com/techpub>. You may review a copy of the service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(2) The subject of this AD is addressed in European Aviation Safety Agency AD No. 2012-0129-E, dated July 13, 2012.

**(i) Subject**

Joint Aircraft Service Component (JASC) Code: 6320: Main Rotor Gearbox and 6520: Tail Rotor Gearbox.

**(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) Eurocopter Emergency Alert Service Bulletin (EASB) No. 05.00.81, Revision 3, dated July 13, 2012.

Note 1 to paragraph (j)(2)(i): Eurocopter EASB No. 05.00.81, Revision 3, dated July 13, 2012, and EASB No. 05.00.58, Revision 3, dated July 13, 2012, were published together as a single document. EASB No. 05.00.58, Revision 3, dated July 13, 2012 is not incorporated by reference.

(ii) Eurocopter EASB No. 05A017, Revision 3, dated July 13, 2012.

Note 2 to paragraph (j)(2)(ii): Eurocopter EASB No. 05A017, Revision 3, dated July 13, 2012, and EASB No. 05A016, Revision 3, dated July 13, 2012, were published together as a single document. EASB No. 05A016, Revision 3, dated July 13, 2012 is not incorporated by reference.

(3) For Eurocopter service information identified in this AD, contact American Eurocopter Corporation, 2701 N. Forum Drive, Grand Prairie, Texas 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 March 27, 2013.

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



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**2013-07-12 BRP-Powertrain GmbH & Co. KG (formerly BRP-Rotax GmbH & Co KG, Bombardier-Rotax GmbH & Co. KG, and Bombardier-Rotax GmbH):** Amendment 39-17416; Docket No. FAA-2013-0263; Directorate Identifier 2013-NE-12-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective April 30, 2013.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to the following BRP Powertrain GmbH & Co KG Rotax reciprocating engines:  
(1) Rotax 912 F2; 912 F3; and 912 F4, from serial number (S/N) 4,413,013 up to S/N 4,413,017 inclusive.

(2) Rotax 912 S2; 912 S3; and 912 S4, from S/N 4,924,468 up to S/N 4,924,491 inclusive.

(3) Rotax 914 F2; 914 F3; and 914 F4, from S/N 4,421,156 up to S/N 4,421,169 inclusive.

**(d) Reason**

This AD was prompted by a report of certain No. 2 and No. 3 cylinder heads not manufactured to proper specification. The cylinder heads may have an oil leak in the intake channel in the area of the valve guide. There is the possibility that the heads have small machined through holes, which can increase the oil consumption. We are issuing this AD to prevent excessive oil consumption, which could result in an in-flight engine shutdown, forced landing, and damage to the airplane.

**(e) Actions and Compliance**

Unless already done, do the following actions.

(1) Within 5 flight hours or 20 days after the effective date of this AD, whichever occurs first, perform a one-time visual inspection of the center and grounding electrodes of both top and bottom spark plugs on cylinder 2, and cylinder 3, for unusual deposits (excessive carbon or oil). Any excess indicates the cylinder head is not manufactured to proper specification and is leaking oil into the combustion chamber.

(2) Before further flight, replace cylinder heads found to be not manufactured to proper specification.

(3) From the effective date of this AD, do not install any engine listed in the applicability of this AD on an airplane, unless the engine has been inspected and, depending on the findings, affected cylinder heads have been replaced as required by this AD.

**(f) Definitions**

For the purpose of this AD, unusual deposits (excessive carbon or oil) is when:

(1) Carbon is a visual buildup of dark carbon deposits on the center and grounding electrodes as well as the immediate surrounding area, and

(2) Excessive oil is a visual buildup indicated by the presence of oil on the center and grounding electrodes as well as the immediate surrounding area, giving a wet appearance.

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

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

**(h) Related Information**

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

(2) Refer to European Aviation Safety Agency Emergency Airworthiness Directive 2013-0055-E, dated March 6, 2013, and BRP-Powertrain GmbH & Co KG Rotax Aircraft Engines Alert Service Bulletin No. ASB-912-062, Revision 1 and ASB-914-044, Revision 1 (combined into one document), dated March 5, 2013, for related information.

(3) For service information identified in this AD, contact BRP-Powertrain GmbH & Co KG, Welser Strasse 32, A-4623 Gunskirchen, Austria, or go to: <http://www.FLYROTAX.com>. You may view this service information at the 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.

**(i) Material Incorporated by Reference**

None.

Issued in Burlington, Massachusetts, on April 4, 2013.  
Colleen M. D'Alessandro,  
Manager, Engine & Propeller Directorate,  
Aircraft Certification Service.



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**2013-08-04 Grob-Werke:** Amendment 39-17421; Docket No. FAA-2013-0013; Directorate Identifier 2012-CE-046-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective May 23, 2013.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to GROB-WERKE G115EG airplanes, all serial numbers, certificated in any category.

**(d) Subject**

Air Transport Association of America (ATA) Code 55: Stabilizers.

**(e) Reason**

This AD was prompted by the discovery of cracks in the elevator trim tab arms on several Grob G 115 airplanes, which could result in failure of the part and consequent loss of control. The Model G115EG airplane is the only airplane type-certificated in the United States with the same part numbers and similar configuration as the airplane model described in the MCAI. We are issuing this proposed AD to detect cracks and prevent the part from failing.

**(f) Actions and Compliance**

Unless already done, do the following actions following Grob Aircraft Service Bulletin No. MSB1078-186/3, dated August 3, 2012.

(1) Within the next 50 hours time-in-service (TIS) after May 23, 2013 (the effective date of this AD) and repetitively thereafter at intervals not to exceed 200 hours TIS, inspect both left hand (L/H) and right hand (R/H) elevator trim tab arms, part number (P/N) 115E-3758, using a nondestructive testing (NDT) method such as a dye-penetrant or eddy-current that is beyond just a visual inspection.

(2) If during any inspection required in paragraph (f)(1) of this AD a crack is found, before further flight, replace the affected elevator trim tab arm with P/N 115E-3758/1. The replacement of an elevator trim tab arm with P/N 115E-3758/1 will terminate the repetitive inspection requirement for that trim tab arm. Replacement of both R/H and L/H trim tab arms with P/N 115E-3758/1 will terminate the repetitive requirement in paragraph (f)(1) of this AD.

(3) Replacement at any time of an elevator trim tab arm with P/N 115E-3758/1 will terminate the repetitive requirement in paragraph (f)(1) of this AD for that elevator trim tab arm. Replacement of both R/H and L/H trim tab arms with P/N 115E-3758/1 will terminate the repetitive requirement in paragraph (f)(1) of this AD.

**(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 the effective date of this AD following Grob Aircraft Service Bulletin No. MSB1078-186/2, dated March 28, 2012; Grob Aircraft Service Bulletin No. MSB1078-186/1, dated March 8, 2012; or Grob Aircraft Service Bulletin No. MSB1078-186, dated February 15, 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: Taylor Martin, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4138; fax: (816) 329-4090; email: taylor.martin@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.: 2012-0155, dated August 20, 2012; Grob Aircraft Service Bulletin No. MSB1078-186/2, dated March 28, 2012; Grob Aircraft Service Bulletin No. MSB1078-186/1, dated March 8, 2012; or Grob Aircraft Service Bulletin No. MSB1078-186, dated February 15, 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) Grob Aircraft Service Bulletin No. MSB1078-186/3, dated August 3, 2012.

(ii) Reserved.

(3) For Grob Aircraft AG service information identified in this AD, contact Grob Aircraft AG, Lettenbachstrasse 9, D-86874 Tussenhausen-Mattsies, Germany; phone: +49 (0) 8268 998 139; fax: +49 (0) 8268 998 200; email: productsupport@grob-aircraft.de; Internet: www.grob-aircraft.com/index.php/g-115e.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 April 8, 2013.

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



**2013-08-06 Bell Helicopter Textron Canada:** Amendment 39-17423; Docket No. FAA-2012-1127; Directorate Identifier 2010-SW-035-AD.

**(a) Applicability**

This AD applies to Model 430 helicopters: serial number (S/N) 49001 through 49103, with Overspeed Warning Kit, part number (P/N) 430-706-004-101 or P/N 430-706-004-103, installed; S/N 49001 through 49100, with Single Automatic Flight Control System (AFCS) with Flight Director Kit, P/N 430-705-009-103, -105, -109, -111, -115, -117, or P/N 430-705-011-109, -111, -121, or -123, installed; and S/N 49001 through 49100, with Dual AFCS with Flight Director Kit, P/N 430-705-011-103, -105, -115, -117, -125, -127, -129, -133, -135, or -137, installed, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as inability of the helicopters, based on testing, to operate at the published Vne indicated airspeeds within the cold temperature limits (-40 degrees centigrade) required for Category A operations.

**(c) Effective Date**

This AD becomes effective May 23, 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 1 year:

(1) For helicopters with an Overspeed Warning System, replace the Overspeed Warning Computer, P/N 430-375-013-103, with the Overspeed Warning Computer, P/N 430-375-013-105; the Vne Converter, P/N ADI-21280-000, with the Vne Converter, P/N ADI-21280-100; and the pilot and copilot Airspeed Indicator, P/N 222-375-027-117, with the pilot and copilot airspeed Indicator, P/N 222-375-027-119;

(i) If installed, remove the decal, P/N 430-075-070-103, from below the pilot and copilot airspeed indicators;

(ii) Leak test the pilot pitot static system; and

(iii) Operationally test the overspeed warning system.

(2) For helicopters with a Single or Dual AFCS with a Flight Director, replace the AFCS Air Data Computer Adapter Module, P/N 065-05041-0021, with P/N 065-05041-0031;

(i) If installed, remove the decal, P/N 430-075-070-101, from above the pilot and copilot electronic attitude direction indicators airspeed indicators;

(ii) Leak test the pilot pitot static system;

(iii) Power-up test the altimeter/vertical speed indicator (ALT/VSI) and self-test the ALT/VSI of the AFCS air data computer.

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

(1) The Manager, Rotorcraft Standards Staff, FAA may approve AMOCs for this AD. Send your proposal to: Mark F. Wiley, Aviation Safety Engineer, Rotorcraft Directorate, Regulations and Policy Group, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5110, fax (817) 222-5961, email mark.wiley@faa.gov.

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

**(g) Additional Information**

(1) Bell Helicopter Textron Alert Service Bulletin (ASB) No. 430-05-35, dated June 21, 2005, and ASB No. 430-01-22, dated April 30, 2001, which are not incorporated by reference, contain additional information about the subject of this AD. For service information identified in this AD, contact Bell Helicopter Textron Canada Limited, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4, telephone (450) 437-2862 or (800) 363-8023, fax (450) 433-0272, or <http://www.bellcustomer.com/files/>. You may review the service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(2) The subject of this AD is addressed in Transport Canada Civil Aviation AD No. CF 2005-30, dated August 3, 2005.

**(h) Subject**

Joint Aircraft System/Component Code: 3417 Air Data Computer.

Issued in Fort Worth, Texas, on April 8, 2013.

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



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**2013-08-07 Eurocopter France:** Amendment 39-17424; Docket No. FAA-2012-1087; Directorate Identifier 2009-SW-32-AD.

**(a) Applicability**

This AD applies to all Model AS332C, L, and L1 helicopters without modification (MOD) 0722907, except helicopters with serial numbers 2078 and 2102, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as a crack in the outer skin, butt strap, or fuselage frame, which could result in loss of airframe structural integrity, and subsequent loss of control of the helicopter.

**(c) Effective Date**

This AD becomes effective May 23, 2013.

**(d) Compliance**

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

**(e) Required Actions**

(1) Within 10 hours time-in-service (TIS) for helicopters that have 8,800 or more hours TIS or before or upon reaching 8,810 hours TIS for helicopters that have less than 8,800 hours TIS, and thereafter at intervals not to exceed 10 hours TIS, visually inspect for a crack on the outer skin and the butt strap in the sliding cowling right-hand and left-hand rail attachment areas on Frame 5295 as shown in Figure 2 of Eurocopter Alert Service Bulletin No. 05.00.76, Revision 0, dated February 20, 2008 (ASB).

(i) If there is a crack in the outer skin or in the butt strap per paragraph (e)(1) of this AD, before further flight, inspect for a crack in Frame 5295 in the areas shown in Figure 3, Area 1, and Figure 4, of the ASB.

(ii) If there is a crack in the outer skin, the butt strap, or in Frame 5295 in the areas inspected as required by this AD, before further flight, repair the part in accordance with a method approved by the FAA.

(2) Within 300 hours TIS, for each helicopter that has 8,800 or more hours TIS, modify the sliding cowling rails and shims in the attachment areas on Frame 5295 (corresponds to MOD 0726478R2), as depicted in Figure 5 and by following the Accomplishment Instructions, paragraph 2.B.3., of the ASB.

**(f) Special Flight Permits**

A special flight permit is permitted for a helicopter with a crack in the outer skin or butt strap to operate the helicopter to a location where the requirements of this AD can be accomplished. A special flight permit is not permitted for a helicopter with a crack in Frame 5295.

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

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Gary Roach, Aviation Safety Engineer, Regulations and Policy Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email gary.b.roach@faa.gov.

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

**(h) Additional Information**

The subject of this AD is addressed in European Aviation Safety Agency (France) AD No. 2008-0035-E, dated February 21, 2008.

**(i) Subject**

Joint Aircraft Service Component (JASC) Code: 5311, Fuselage, Main Frame.

**(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) Eurocopter Alert Service Bulletin No. 05.00.76, Revision 0, dated February 20, 2008.

(ii) Reserved.

(3) For Eurocopter service information identified in this AD, contact American Eurocopter Corporation, 2701 N. Forum Drive, Grand Prairie, Texas 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 April 8, 2013.

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