

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

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

BIWEEKLY 2014-16

7/28/2014 - 8/10/2014



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

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

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			
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

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

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



2014-07-51 AgustaWestland S.p.A. (Agusta): Amendment 39-17902; Docket No. FAA-2014-0478; Directorate Identifier 2014-SW-017-AD.

(a) Applicability

This AD applies to the following Agusta Model AB139 and AW139 helicopters, certificated in any category:

(1) For helicopters with Main Rotor (M/R) Rotating Scissors, part number (P/N) 3G6230A00733, with serial numbers (S/Ns) listed in Table 1 of AgustaWestland Bollettino Tecnico No. 139-368, dated March 19, 2014 (BT 139-368), on which the Lower Half Scissors Spherical Bearing (bearing), P/N 3G6230V00654, was not replaced; and

(2) For helicopters with M/R Rotating Scissors, P/N 3G6230A00733, on which the bearing, P/N 3G6230V00654, was replaced with a bearing with a S/N listed in Table 2 of BT 139-368.

(b) Unsafe Condition

This AD defines the unsafe condition as excessive play of the bearing in the M/R Rotating Scissors. This condition could result in failure of the M/R Rotating Scissors and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective August 20, 2014 to all persons except those persons to whom it was made immediately effective by Emergency AD (EAD) No. 2014-07-51, issued on March 27, 2014, which contains the requirements of this AD.

(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 5 hours time-in-service (TIS) and thereafter at intervals not to exceed 5 hours TIS, inspect the M/R Rotating Scissors for play of the bearing in accordance with paragraph 4. of Part I, Compliance Instructions, of BT 139-368.

(2) If there is play, before further flight, accomplish a detailed inspection of the M/R Rotating Scissors in accordance with steps 9.1 through 12.9 of AgustaWestland AW139 Document Code 39-C-62-31-00-00A-286C-A, Rotating control installation—Fixed swashplate and rotating scissors—Detailed inspection, issue 001, dated August 6, 2012. If there is play beyond allowable limits, before further flight, remove the bearing.

(3) Within 50 hours TIS, remove any bearing listed in paragraph (a) of this AD.

(4) Prior to installing a M/R Rotating Scissors with a S/N listed in paragraph (a) of this AD, replace the bearing and re-identify the M/R Rotating Scissors in accordance with paragraphs 4.2. through 4.4. of Part II, Compliance Instructions, of BT 139-368.

(5) Do not install a bearing listed in paragraph (a) of this AD into any M/R Rotating Scissors.

(f) 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.

(g) Additional Information

The subject of this AD is addressed in European Aviation Safety Agency (EASA) EAD No. 2014-0073-E, dated March 20, 2014. You may view the EASA EAD on the Internet at <http://www.regulations.gov> in Docket No. FAA-2014-0478.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 6200, M/R 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) AgustaWestland Bollettino Tecnico No. 139-368, dated March 19, 2014.

(ii) AgustaWestland AW139 Document Code 39-C-62-31-00-00A-286C-A, Rotating control installation—Fixed swashplate and rotating scissors—Detailed inspection, issue 001, dated August 6, 2012.

(3) For AgustaWestland service information identified in this AD, contact AgustaWestland, Product Support Engineering, Via del Gregge, 100, 21015 Lonate Pozzolo (VA) Italy, ATTN: Maurizio D'Angelo; telephone 39-0331-664757; fax 39 0331-664680; or at <http://www.agustawestland.com/technical-bulletins>.

(4) You may view this service information at FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. For information on the availability of this material at the FAA, call (817) 222-5110.

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

Issued in Fort Worth, Texas, on July 11, 2014.

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



2014-12-11 Sikorsky Aircraft Corporation: Amendment 39-17872; Docket No. FAA-2009-1088; Directorate Identifier 2008-SW-76-AD.

(a) Applicability

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

(b) Unsafe Condition

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

(c) Effective Date

This AD becomes effective September 8, 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

Within 90 days, revise the Operating Limitations section of Sikorsky Rotorcraft Flight Manual (RFM) SA S92A-RFM-003, Part 1, Section I, by inserting a copy of this AD into the RFM or by making pen and ink changes, as follows:

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

(2) In the "Flight Limits" section, add the following: "HOIST" When conducting Human External Cargo operations, which require category 'A' performance capabilities, the minimum hover height is 20 feet AGL and the maximum hover height is 80 feet AGL. "HOIST" The collective axis must remain uncoupled when conducting Human External Cargo, which requires category 'A' performance capabilities, for the period of time that the person is off the ground or water and not in the aircraft. This can be accomplished by either uncoupling the collective axis or by the pilot depressing the collective trim switch during the pertinent portion of the maneuver.

(3) In the "Weight Limits" section:

(i) Remove the following: NOTE: The 150 pound hoist decrement does not preclude Cat A operations at a gross weight of 26,500 pounds with a hoist installed. If conditions permit, the pilot

may go to the right of the 26,500 line on Figure 1-2 to determine a maximum gross weight up to 26,650 and then subtract 150 pounds.

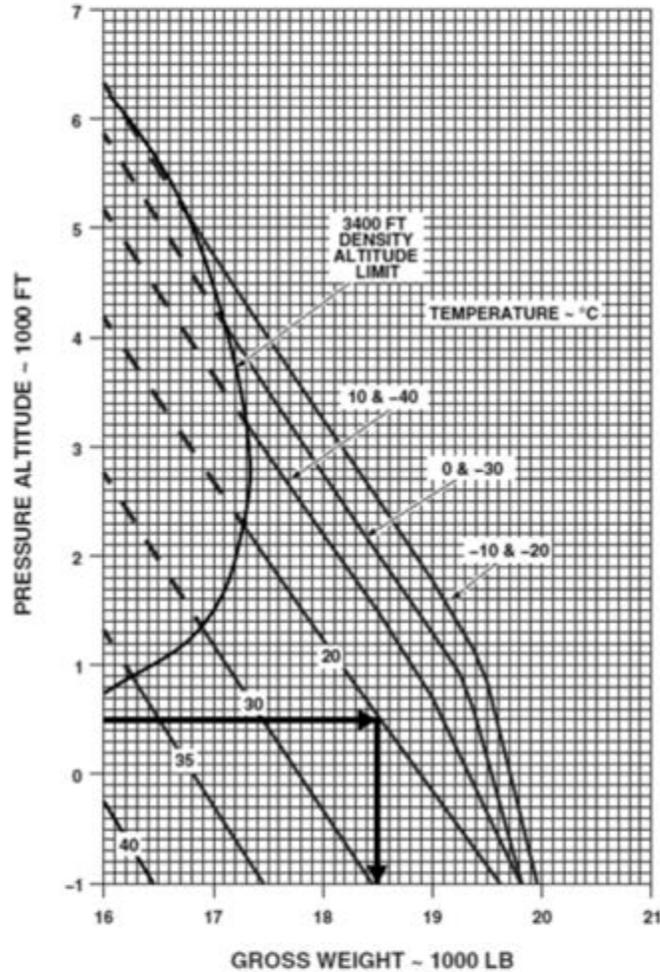
(ii) Add the following: NOTE: If conditions permit, the pilot may go to the right of the 26,500 pound line on Figure 1-2 to determine the maximum gross weight and then subtract a 150 pound hoist decrement. The maximum gross weight for category 'A' operations cannot exceed 26,500 pounds (12,020 kilograms).

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

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



**S-92A MAXIMUM GROSS WEIGHT
FOR HOISTING HUMAN EXTERNAL CARGO
REQUIRING CATEGORY A**
ONE ENGINE INOPERATIVE OEI 30 SECOND POWER
AIR-CONDITIONER OFF ANTI-ICE OFF BLEED AIR OFF



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

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

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

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

(f) Credit for Actions Previously Completed

Incorporation of the changes contained in Sikorsky RFM SA S92A-RFM-003, Part 1, Revision No. 12, approved March 21, 2005, before the effective date of this AD is considered acceptable for compliance with the corresponding actions specified in paragraph (e) of this AD.

(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Boston Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: John Coffey, Flight Test Engineer, Boston Aircraft Certification Office, 12 New England Executive Park, Burlington, MA 01803; telephone (781) 238-7173, fax (781) 238-7170; email john.coffey@faa.gov.

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

(h) Additional Information

For service information identified in this AD, contact Sikorsky Aircraft Corporation, Attn: Manager, Commercial Technical Support, mailstop S581A, 6900 Main Street, Stratford, CT, telephone (203) 383-4866, email address tsslibrary@sikorsky.com, or <http://www.sikorsky.com>. You may review a copy of this information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(i) Subject

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

Issued in Fort Worth, Texas, on July 22, 2014.
S. Frances Cox,
Acting Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2014-12-51 Airbus Helicopters (previously Eurocopter France): Amendment 39-17921; Docket No. FAA-2014-0515; Directorate Identifier 2014-SW-036-AD.

(a) Applicability

This AD applies to Airbus Helicopters Model EC130B4 and EC130T2 helicopters, with 690 or more hours time-in-service (TIS), certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a crack in the tailboom to Fenestron junction frame (junction frame). This condition could result in failure of the junction frame, which could result in loss of the Fenestron and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective August 20, 2014 to all persons except those persons to whom it was made immediately effective by Emergency AD 2014-12-51, issued on June 10, 2014, which contained the requirements of this AD.

(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 TIS, remove the horizontal stabilizer, clean the junction frame, and dye-penetrant inspect around the circumference of the junction frame for a crack in the areas shown in Figure 1 of Airbus Helicopters EC130 Emergency Alert Service Bulletin No. 05A017, Revision 0, dated June 6, 2014 (EASB 05A017). Pay particular attention to the area around the 4 spars (item b) of Figure 1 of EASB 05A017. An example of a crack is shown in Figure 3 of EASB 05A017.

(2) Within 25 hours TIS of the inspection required by paragraph (e)(1) of this AD, and thereafter at intervals not exceeding 25 hours TIS, either perform the actions of paragraph (e)(1) of this AD or, if the area is clean, using a borescope, inspect around the circumference of the junction frame for a crack in the areas shown in Figure 2 of EASB 05A017. Pay particular attention to the area around the 4 spars (item b) of Figure 2 of EASB 05A017. An example of a crack is shown in Figure 3 of EASB 05A017.

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

(f) Special Flight Permits

Special flight permits are prohibited.

(g) 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.

(h) Additional Information

The subject of this AD is addressed in European Aviation Safety Agency EAD No. 2014-0145-E, dated June 6, 2014. You may view the EASA AD on the Internet at <http://www.regulations.gov> in Docket No. FAA-2014-0515.

(i) Subject

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

(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) Airbus Helicopters Emergency Alert Service Bulletin No. 05A017, Revision 0, dated June 6, 2014.

(ii) [Reserved]

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

Issued in Fort Worth, Texas, on July 24, 2014.

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



2014-15-18 Mooney International Corporation: Amendment 39-17920; Docket No. FAA-2014-0513; Directorate Identifier 2014-CE-020-AD.

(a) Effective Date

This AD is effective August 20, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the following Mooney International Corporation airplanes, certificated in any category:

	Models	Serial Nos.
(1)	M20C	2313.
(2)	M20E	761.
(3)	M20M	27-0057.
(4)	M20R	29-0141 and 29-0513 through 29-0519.
(5)	M20TN	31-0101 through 31-0127.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 5342, Fuselage, Stabilizer Attach Fittings.

(e) Unsafe Condition

This AD was prompted by discovery of empennage attach fittings (Lugs) that do not meet the approved design dimensional requirements, which could result in possible reduction in fatigue or static strength, and/or corrosion. This unsafe condition could lead to possible structural failure of the attachment of the empennage to the fuselage causing loss of control. We are issuing this AD to correct the unsafe condition on these products.

(f) Compliance

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

(g) Inspection

(1) Within the next 10 hours time-in-service after the effective date of this AD, inspect the part number (P/N) 350061-007 left hand (LH) and 350061-008 right hand (RH) outer empennage attach fittings for correct thickness following Step 1 of Mooney International Corporation Service Bulletin No. M20-318, dated June 2, 2014.

(2) If the empennage attach fittings meet the dimensional requirements specified in Step 1 of Mooney International Corporation Service Bulletin No. M20-318, dated June 2, 2014, no further action is required except for the reporting requirement in paragraph (h) of this AD.

(3) If any of the RH or LH empennage attach fittings do not meet the dimensional requirements specified in Step 1 of Mooney International Corporation Service Bulletin No. M20-318, dated June 2, 2014, before further flight, replace the empennage attach fittings having the incorrect thickness with new airworthy empennage attach fittings following Step 2 of Mooney International Corporation Service Bulletin No. M20-318, dated June 2, 2014.

(h) Reporting Requirement

Within 10 days after the inspection required in paragraph (g)(1) or the action required in paragraph (g)(3) of this AD if replacing an empennage attach fitting is required, whichever is applicable, or within 10 days after the effective date of this AD, whichever occurs later; send the inspection results to: Mooney International Corporation, Attn: Technical Support, 165 Al Mooney Road North, Kerrville, Texas 78028; fax: (830) 257-4635; telephone: (830) 896-6000; email: technicalsupport@mooney.com; Internet: www.mooney.com. Use the form on page 7 of Mooney International Corporation Service Bulletin No. M20-318, dated June 2, 2014, to comply with this AD action.

(i) Paperwork Reduction Act Burden Statement

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.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Fort Worth 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 (k) 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.

(k) Related Information

Andrew McAnaul, Aerospace Engineer, ASW-150 (c/o San Antonio MIDO), 10100 Reunion Place, Suite 650, San Antonio, Texas 78216; telephone: (210) 308-3365; facsimile: (210) 308-3370; email: andrew.mcanaul@faa.gov.

(l) 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) Mooney International Corporation Service Bulletin No. M20-318, dated June 2, 2014.

(ii) Reserved.

(3) For Mooney International Corporation service information identified in this AD, contact Mooney International Corporation, 165 Al Mooney Road North, Kerrville, Texas 78028; telephone: (830) 896-6000; email: technicalsupport@mooney.com; Internet: www.mooney.com.

(4) You may view this service information at FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64016. 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 July 25, 2014.

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



2014-16-01 MD Helicopters, Inc.: Amendment 39-17925; Docket No. FAA-2014-0514; Directorate Identifier 2014-SW-027-AD.

(a) Applicability

This AD applies to Model MD900 helicopters, serial numbers 900-00008 through 900-00140, with main rotor upper hub assembly (upper hub) part number 900R2101006-105, -107, -109, or -111 installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a cracked upper hub. This condition could result in failure of the upper hub and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective August 20, 2014.

(d) Compliance

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

(e) Required Actions

Within the next 25 hours time-in-service (TIS) or at the next annual inspection, whichever occurs first:

(1) Clean each upper hub inspection area as shown in Figure 1 of MD Helicopters Service Bulletin SB900-122, dated April 8, 2014 (SB900-122).

(2) Eddy current inspect the upper hub for a crack by following the Accomplishment Instructions, paragraphs 2.A.(3) through 2.A.(11) of SB900-122. This eddy current inspection must be performed by a Level II or higher technician with the National Aerospace Standard 410 or equivalent certification who has performed an eddy current inspection within the last 12 months. If there is a crack, before further flight, replace the upper hub with an airworthy upper hub.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Los Angeles Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Eric Schrieber, Aviation Safety Engineer, Transport Airplane Directorate, FAA, 3960 Paramount Blvd., Lakewood, California 90712; telephone (562) 627-5348; email eric.schrieber@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: 6220 Main Rotor Head.

(h) Material Incorporated by Reference

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

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

(i) MD Helicopters Service Bulletin SB900-122, dated April 8, 2014.

(ii) Reserved.

(3) For MD Helicopters, Inc. service information identified in this AD, contact MD Helicopters, Inc., Attn: Customer Support Division, 4555 E. McDowell Rd., Mail Stop M615, Mesa, AZ 85215-9734; telephone 1-800-388-3378; fax 480-346-6813; or at <http://www.mdhelicopters.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 July 24, 2014.

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



2014-16-03 Fuji Heavy Industries, Ltd.: Amendment 39-17927; Docket No. FAA-2014-0311; Directorate Identifier 2014-CE-014-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective September 9, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Fuji Heavy Industries, Ltd. Models FA-200-160, FA-200-180, and FA-200-180AO 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 deterioration of brake performance due to seal defects caused by deterioration due to age of the O-rings of the brake master cylinders. We are issuing this AD to prevent the deterioration of brake performance, which could result in reduced or loss of control during ground operations.

(f) Actions and Compliance

Unless already done, do the following actions required by paragraphs (f)(1) through (f)(3) of this AD:

(1) As of September 9, 2014 (the effective date of this AD), if the brake master cylinder O-rings have accumulated more than 1,000 hours time-in-service (TIS) or 5 years since the last replacement of any O-ring or if the replacement date of any O-ring cannot be determined, within 50 hours TIS after September 9, 2014 (the effective date of this AD) or 1 year after September 9, 2014 (the effective date of this AD), whichever occurs first, replace any O-ring following Fuji Heavy Industries Ltd. Service Bulletin No. 200-016, dated April 17, 2014.

(2) As of September 9, 2014 (the effective date of this AD), every time the brake master cylinder is replaced, inspect the manufacture date on the data tag of the brake master cylinder or the last replacement date of any O-ring by referring to the airframe logbook.

(3) During any inspection of the manufacture date of the brake master cylinder or the last replacement date of any O-ring as required by paragraph (f)(2) of this AD, if it is determined that the O-rings have accumulated more than 5 years since the manufacture date on the data tag of the brake

master cylinder or the last replacement date of the brake master cylinder O-rings, or if the manufacture date on the data tag on the brake master cylinder and the last replacement date of any brake master cylinder O-ring cannot be determined, before further flight, replace all brake master cylinder O-rings when installed on the airplane following Fuji Heavy Industries Ltd. Service Bulletin No. 200-016, dated April 17, 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: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090; email: doug.rudolph@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

(h) Related Information

Refer to MCAI Japan Civil Aviation Bureau (JCAB) AD No. TCD-8396-2014, dated April 21, 2014, for related information. The MCAI can be found in the AD docket on the Internet at: <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0311-0002>.

(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) Fuji Heavy Industries Ltd. Service Bulletin No. 200-016, dated April 17, 2014.

(ii) Reserved.

(3) For Fuji Heavy Industries, Ltd. service information identified in this AD, contact Fuji Heavy Industries, Ltd., Aerospace Company, 1-11 Younan 1 Chome Utsunomiya Tochigi, Japan 320-8564; telephone: 28-684-7253; fax: 28-684-7260; email: none; Internet: <http://www.fhi.co.jp/english/outline/section/aero.html>.

(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 July 28, 2014.

James E. Jackson,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.