

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

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

BIWEEKLY 2012-21

10/8/2012 - 10/21/2012



Federal Aviation Administration
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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 2012-01

2010-19-06 R1	COR	Turbomeca	Engine: Arriel 1A, 1A1, 1B, 1C, 1C1, 1C2, 1D, 1D1, and IS1 turboshaft
2011-26-10		Enstrom Helicopter Corporation	Rotorcraft: F-28C, F-28C-2, F-28F, 280C, 280F, 280FX, TH-28, 480, and 480B
2011-27-09		Socata	TBM 700
2012-01-01		Various Aircraft	See AD
2012-01-02		Schempp-Hirth Flugzeugbau	Glider: Discus 2cT

Biweekly 2012-02

2011-18-12	S 82-13-05R1	Eurocopter France	Rotorcraft: AS350B, B1, B2, B3, BA, and D; and AS355E, F, F1, F2, and N
2011-27-08		Agusta S.p.A.	Rotorcraft: A109S and AW109SP
2011-27-51		Hawker Beechcraft	1900, 1900C, 1900C (Military), 1900D
2012-01-07		BRP-Powertrain GmbH	Engine: Rotax 914 F2, 914 F3, and 914 F4 reciprocating
2012-01-11		Cirrus Design	SR22T
2012-02-05		Thielert Aircraft Engines GmbH	Engine: TAE 125-02-99 and TAE-125-02-114 reciprocating

Biweekly 2012-03

71-13-01R1		Lycoming Engines	Engine: TIO-540-A series
2012-01-03		Eurocopter France	Rotorcraft: AS332L2 and EC225LP
2012-02-02	S 2008-03-02	Cessna	172R and 172S
2012-02-06		Honeywell International	Engine: TPE331-10, -10AV, -10GP, -10GT, -10N, -10P, -10R, -10T, -10U, -10UA, -10UF, -10UG, -10UGR, -10UR, and TPE331-11U
2012-02-10	S 2011-07-13	CPAC	112, 112B, 112TC, 112TCA, 114, 114A, 114B, and 114TC
2012-02-13		Eurocopter France	Rotorcraft: EC130B4
2012-02-51	E	Bell Helicopter Textron Canada Limited	Rotorcraft: 206L, L-1, L-3, and L-4
2012-03-06	S 2011-15-10	Superior Air Parts, Lycoming Engines, and Continental Motors	Engine: Fuel injected reciprocating engines
2012-03-52	E	Mooney Aviation	M20TN and M20R

Biweekly 2012-04

2012-03-01		Eurocopter Deutschland	Rotorcraft: EC135 helicopters
2012-03-07		Lycoming Engines	Engine: See AD
2012-03-11	S 2010-03-06	Turbomeca S.A.	Engine: Arriel 2B and 2B1 turboshaft engines

Biweekly 2012-05

2010-11-09R1	R	Thielert Aircraft Engines GmbH	Engine: TAE 125-01 and TAE 125-02-99 reciprocating engines
2011-12-10	COR	Robinson Helicopter Company	R22, R22 Alpha, R22 Beta, and R22 Mariner helicopters; R44 and R44 II helicopters
2011-27-04	COR	Hawker Beechcraft Corporation	95-C55, D55, E55, 58, and 58A airplanes
2012-03-52		Mooney	M20R and M20TN airplanes
2012-04-03		BRP-Powertrain GmbH & Co. KG	912 S2 and 912 S3 reciprocating engines; 914 F2 reciprocating engines

Biweekly 2012-06

2012-04-10		Burl A. Rogers	15AC and S15AC airplanes
2012-05-01		Eurocopter France	SA-365C, SA-365C1, SA-365C2, SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1 helicopters
2012-05-09	S 2012-03-52	Mooney Aviation	M20B, M20C, M20D, M20E, M20F, M20G, M20J, M20K, M20L, M20M, M20R, M20S, and M20TN airplanes

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AD No.	Information	Manufacturer	Applicability
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Biweekly 2012-07

2012-06-13		DG Flugzeugbau GmbH	Gliders: DG-500 Elan Orion, DG-500 Elan Trainer, DG-500/20 Elan, DG-500/22 Elan, DG-500M, and DG-500MB PC-6, PC-6-HI, PC-6-H2, PC-6/350, PC-6/350-HI, PC-6/350-H2, PC-6/A, PC-6/A-HI, PC-6/A-H2, PC-6/B-H2, PC-6/BI-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/CI-H2 Rotorcraft: AB412
2012-06-16		Pilatus Aircraft	
2012-07-01		Agusta S.p.A.	

Biweekly 2012-08

2011-18-52		Agusta S.p.A.	AB139 and AW139 helicopters
2012-02-51		Bell Helicopter Textron Canada Limited	206L, 206L-1, 206L-3, and 206L-4 helicopters
2012-06-15		DG Flugzeugbau GmbH	DG-500 Elan Orion, DG-500 Elan Trainer, DG-500/20 Elan, and DG-500/22 Elan sailplanes, DG-500M and DG-500MB powered sailplanes
2012-06-24	S 2009-14-11	Sikorsky	S-92A helicopters
2012-07-09		Turbomeca S.A.	Arrius 2F turboshaft engines
2012-08-01		Sikorsky	S-92A helicopters

Biweekly 2012-09

2012-08-18		Turbomeca	Arriel 2B and 2B1 turboshaft engines
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Biweekly 2012-10

2012-10-02		Hawker Beechcraft	58, G58
2012-10-51	E	Eurocopter Deutschland GmbH	EC135 P1, EC135 P2, EC135 P2+, EC135 T1, EC135 T2, and EC135 T2+ helicopters
2012-10-52	E	Hartzell Engine Technologies	Appliance: Turbocharger HET P/N 406610-0005 or P/N 406610-9005, P/N 406610-0005 or P/N 406610-9005, P/N 409836-0005
2012-10-53	E S 2012-10-51	Eurocopter Deutschland GmbH	EC135 P1, EC135 P2, EC135 P2+, EC135 T1, EC135 T2, and EC135 T2+ helicopters

Biweekly 2012-11

2012-10-01		Bell Helicopter Textron Canada Limited	427
2012-10-04		Cessna Aircraft Company	210G, T210G, 210H, T210H, 210J, T210J, 210K, T210K, 210L, T210L, 210M, T210M, 210N, T210N, P210N, 210R, T210R, P210R
2012-10-09	S 80-11-06	Piper Aircraft Inc	PA-31T, PA-31T1
2012-10-13	S 2011-25-51	Continental Motors Inc	TSIO-520-B, BB, D, DB, E, EB, J, JB, K, KB, N, NB, UB, VB; TSIO-550-K; TSIOF-550-K; IO-550-N

Biweekly 2012-12

2012-09-10		Pratt & Whitney Canada	PT6A-38, -41, -42, -42A, -61, -64, -66, -66B, -110, -112, -114, -114A, -121, -135, and -135A series turboprop engines
2012-09-11		Eurocopter Deutschland GMBH	MBB-BK 117 C-1 and C-2 helicopters
2012-10-11		Burkhart GROB Luft- und Raumfahrt GmbH	GROB G 109 and GROB G 109B powered sailplanes
2012-10-52		Hartzell Engine Technologies	Appliance: See AD
2012-11-08		WACO Classic Aircraft Corporation	2T-1A, 2T-1A-1, 2T-1A-2:
2012-11-10		Alpha Aviation Concept Limited	R2160

Biweekly 2012-13

2012-10-14		SOCATA	TBM 700
2012-11-02		Eurocopter Deutschland	EC135 helicopters
2012-11-05		Enstrom	F-28C, F-28C-2, F-28F, 280C, 280F, 280FX, TH-28, 480, and 480B helicopters
2012-11-12		Agusta	AW139 helicopters
2012-11-13		Aeronautical Accessories	See AD
2012-12-10		Agusta	AB139 and AW139 helicopters
2012-12-11		Bell Canada	206, 206A, 206A-1, 206B, 206B-1, 206L, 206L-1, 206L-3,

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AD No.	Information	Manufacturer	Applicability
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2012-12-20 2012-12-21		Turbomeca Eurocopter Deutschland	and 206L-4 helicopters Arriel 2C1, 2C2, and 2S2 turboshaft engines MBB-BK 117 C-2 helicopters
Biweekly 2012-14			
2012-13-04 2012-14-06		Embraer Rolls-Royce Corporation	EMB-505 250-C20, -C20B, and -C20R/2 turboshaft engines
Biweekly 2012-15			
2012-13-10 2012-13-11		PZL Swidnik S.A. Eurocopter Deutschland GmbH	PZL W-3A helicopters MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2, MBB-BK 117 C-1, MBB-BK 117 C-2, and BO-105LS A-3 helicopters
2012-14-07 2012-14-08 2012-14-10	S 2011-15-51	Bell Helicopter Textron Canada Sikorsky Aircraft Boeing Vertol	407 and 427 helicopters S-92A helicopters 107-II helicopters
2012-14-11 2012-14-14		Kawasaki Heavy Industries See AD Eurocopter Deutschland GmbH	KV107-II and KV107-IIA helicopters OH-58A, OH-58A+, and OH-58C helicopters MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK B-1, MBB-BK 117 B-2, and MBB-BK 117 C-1 helicopters
2012-14-15 2012-15-04		Honeywell International Eurocopter France	Appliance: KGS200 Mercury ² EC155B1 helicopters
Biweekly 2012-16			
2012-14-12 2012-15-01 2012-15-07		See AD See AD Glasflugel	See AD See AD Club Libelle, Kestrel, Mosquito, Standard Libelle-201B gliders
2012-16-03		HPH s. r.o.	304C, 304CZ, and 304CZ-17 sailplanes
Biweekly 2012-17			
2012-12-21 2012-15-08 2012-16-02 2012-16-13	COR	Eurocopter Deutschland Sikorsky Eurocopter France BRP-Powertrain	MBB-BK 117 C-2 helicopters S-76A helicopters EC155B and EC155B1 helicopters Rotax 912 F2; 912 F3; 912 F4; 912 S2; 912 S3; and 912 S4 reciprocating engines
Biweekly 2012-18			
2012-08-06 2012-16-14 2012-17-02 2012-17-03 2012-17-05 2012-17-07 2012-18-01	S 52-02-02	Univair Aircraft Corporation Honeywell International Inc. Eurocopter France Eurocopter France Honeywell International Inc. Diamond Aircraft Industries GmbH M7 Aerospace LLC	(ERCO) 415-C, 415-CD, 415-D, E, G; (Forney) F-1 and F-1A; (Alon) A-2 and A2-A; and (Mooney) M10 TFE731-20R, -20AR, -20BR, -40, -40AR, -40R, -50R, and -60 turbofan engines SA-365N, SA-365N1, SA-366G1, AS-365N2, AS 365 N3, EC 155B, and EC155B1 helicopters AS350B, AS350BA, AS350D, AS350B1, AS350B2, and AS350B3 helicopters TFE731-5, TFE731-5AR and -5BR series, TFE731-4, -4R, -5AR, -5BR, and -5R series turbofan engines DA 42, DA 42 NG, and DA 42 M-NG SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), SA227-AT, and SA227-TT
Biweekly 2012-19			
2012-15-07 R1 2012-17-06 2012-17-09 2012-17-10 2012-18-02 2012-18-04 2012-18-06		Glasflugel Piper Eurocopter France Various Restricted Category Helicopters Agusta Costruzioni Aeronautiche Piaggio	Club Libelle 205, Kestrel, Mosquito, Standard Libelle-201B PA-24, PA-24-250, PA-24-260 HH-1K, TH-1F, TH-1L, UH-1A, UH-1B, UH-1E, UH-1F, UH-1H, UH-1L, and UH-1P helicopters AB412 and AB412EP helicopters P2006T airplanes P-180 airplanes

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S - Supersedes			
2012-18-08		Eurocopter France	SA330F, SA330G, SA330J, AS332C, AS332L, AS332L1, and AS332L2 helicopters
2012-18-09		Bell Helicopter Textron Canada	407 helicopters
2012-18-10		GA200 (Pty) Ltd	GA200 and GA200C airplanes
2012-18-18		Turbomeca	Arriel 2B, 2B1, 2S2, and 2C2 turboshaft engines
2012-19-01		Lycoming Engines	(L)O-360, (L)IO-360, AEIO-360, IO-390, AEIO-390, O-540, IO-540, AEIO-540, (L)TIO-540, IO-580, AEIO-580, and IO-720 series reciprocating engines
Biweekly 2012-20			
2012-19-09		Eurocopter France	EC 155B, EC155B1, SA-365N1, AS-365N2 and AS 365 N3 helicopters
2012-20-02		Alpha Aviation Concept Limited	R2160
Biweekly 2012-21			
2000-07-11 R1		Piaggio Aero Industries S.p.A.	P-180
2012-21-51	E	Eurocopter France	AS350B3 helicopters



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AIRWORTHINESS DIRECTIVE

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www.gpoaccess.gov/fr/advanced.html

2000-07-11 R1 Piaggio Aero Industries S.p.A.: Amendment 39-17217; Docket No. FAA-2012-0755; Directorate Identifier 99-CE-65-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective November 21, 2012.

(b) Affected ADs

This AD rescinds AD 2000-07-11 (65 FR 19305, April 11, 2000).

(c) Applicability

This AD applies to Piaggio Aero Industries S.p.A. Model P-180 airplanes, all serial numbers, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 32; Landing Gear.

Issued in Kansas City, Missouri, on October 9, 2012.

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



FAA
Aviation Safety

EMERGENCY

AIRWORTHINESS DIRECTIVE

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DATE: October 17, 2012

AD #: 2012-21-51

This emergency airworthiness directive (EAD) No. 2012-21-51 is being sent to owners and operators of Eurocopter France (Eurocopter) Model AS350B3 helicopters.

Background

This EAD is prompted by premature failures of laminated half-bearings (bearings), three cases of vibrations originating from the tail rotor due to premature failure of bearings installed with certain tail rotor blades, and an accident. This EAD requires installing two placards and revising the Rotorcraft Flight Manual (RFM). This EAD also requires certain checks and inspecting and replacing, if necessary, all four bearings. Finally, this EAD requires a one-time removal and inspection of the bearings, and replacing the bearings if necessary. These EAD actions are intended to prevent vibration due to a failed bearing, failure of the tail rotor, and subsequent loss of control of the helicopter.

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA AD No. 2012-0207-E, dated October 5, 2012, to correct this unsafe condition for certain Eurocopter Model AS350B3 helicopters.

FAA's Determination

This helicopter has been approved by the aviation authority of France and is approved for operation in the United States. Pursuant to our bilateral agreement with France, the EASA, its technical representative, has notified us of the unsafe condition described in the EASA AD. We are issuing this EAD because we evaluated all information provided by EASA and determined the unsafe condition exists and is likely to exist or develop on other helicopters of this same type design.

Related Service Information

Eurocopter has issued an Emergency Alert Service Bulletin (EASB) with two numbers, No. 01.00.65 for the Model AS350B3 helicopters and No. 01.00.24 for the non-FAA type certificated Model AS550C3 helicopters, both Revision 0, and both dated October 4, 2012. The EASB specifies limiting the maximum flying speed to 100 knots, on-aircraft checks of the bearings before each flight, and a one-time removal and inspection of the bearings. The EASB also defines an RFM procedure in case of in-flight vibrations originating in the tail rotor. The EASB specifies a placard to limit true airspeed (TAS). This EAD is written in terms of indicated airspeed (IAS).

EAD Requirements

This EAD requires the following:

- Before further flight, install two placards on the instrument panel.

- Before further flight, revise the RFM to reduce the V_{NE} airspeed limit.
- Before further flight and thereafter after each flight, without exceeding 3 hours time-in-service between two checks, visually check all the visible faces of the bearings.
- An owner/operator (pilot) may perform the visual checks required by this EAD and must enter compliance into the helicopter maintenance records in accordance with 14 CFR §§ 43.9(a)(1)-(4) and 91.417(a)(2)(v). A pilot may perform this check because it involves only a visual check for separation, a crack, or an extrusion in the tail rotor blade and can be performed equally well by a pilot or a mechanic. This procedure is an exception to our standard maintenance regulations.
- If there is an extrusion on any bearing, before further flight, replace the four bearings with airworthy bearings.
- If there is a separation or a crack on the pressure side bearing, measure the separation or the crack. If the separation or crack is greater than 5 millimeters (.196 inches), before further flight, replace the four bearings with airworthy bearings.
- After the last flight of the day, perform a one-time inspection by removing the bearings and inspecting for a separation, a crack, or an extrusion. If there is a separation, crack, or extrusion, before further flight, replace the four bearings.

Interim Action

We consider this EAD to be an interim action. The design approval holder is currently developing a modification that will address the unsafe condition identified in this EAD. Once this modification is developed, approved, and available, we might consider additional rulemaking.

Differences Between This EAD and the EASA EAD

The EASA EAD defines a placard to limit true airspeed (TAS). This EAD defines a placard to limit indicated airspeed (IAS). The pilot reads IAS in the cockpit and a limitation in IAS will have less impact to pilot workload than a limitation in TAS, which would require a calculation.

Authority for this Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. "Subtitle VII, Aviation Programs," describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in "Subtitle VII, Part A, Subpart III, Section 44701, General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Adoption of the Emergency Airworthiness Directive (EAD)

We are issuing this EAD under 49 U.S.C. Sections 106(g), 40113, and 44701 according to the authority delegated to me by the Administrator.

2012-21-51 EUROCOPTER FRANCE: Directorate Identifier 2012-SW-095-AD.**(a) Applicability.**

This EAD applies to Model AS350B3 helicopters, with Modification (MOD) 07 5601, with laminated half-bearing (bearing) part number (P/N) 704A33-633-261 in combination with tail rotor blade P/N 355A12.0055.00 or 355A12.0055.01 installed, certificated in any category.

Note 1 to Applicability: MOD 07 5601 is an integral part of a specific Model AS350B3 configuration, commercially identified as “AS350B3e” and is not fitted on Model AS350B3 helicopters of other configurations.

(b) Unsafe Condition.

This EAD defines the unsafe condition as severe vibrations due to failure of bearings. This condition could result in failure of the tail rotor and subsequent loss of control of the helicopter.

(c) Effective Date.

This EAD is effective upon receipt.

(d) Compliance.

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

(e) Required Actions.

(1) Before further flight:

(i) Install a velocity never exceed (V_{NE}) placard that reads as follows on the instrument panel in full view of the pilot and co-pilot with 6-millimeter red letters on a white background:

“VNE LIMITED TO 100 KTS IAS.”

(ii) Replace the IAS limit versus the flight altitude placard with the placard as depicted in Figure 1 to paragraph (e)(1)(ii) of this EAD inside the cabin on the center post.

VNE POWER ON	
Hp (ft)	IAS (kts)
0	100
2000	97
4000	94
6000	91
8000	88
10000	85
12000	82
14000	79
16000	76
18000	73
20000	70
22000	67
Valid for VNE POWER OFF	

Figure 1 to paragraph (e)(1)(ii)

(2) Before further flight, revise the Rotorcraft Flight Manual (RFM) as follows:

- (i) Insert Figure 2 to paragraph (e)(2)(i) into paragraph 2.3 of the RFM.
- (ii) Insert Figure 3 to paragraph (e)(2)(ii) into paragraph 2.6 of the RFM.
- (iii) Insert Figure 4 to paragraph (e)(2)(iii) to add paragraph 3.3.3 to the RFM.

**FLIGHT MANUAL
AS350 B3e**

PARAGRAPH 2.3 IS MODIFIED AS FOLLOWS:

VNE limited to 100 kts IAS

**ASB 01.00.65 / 01.00.24
Temporary limitation**

Figure 2 to paragraph (e)(2)(i)

**FLIGHT MANUAL
AS350 B3e**

PARAGRAPH 2.6 IS MODIFIED AS FOLLOWS:

VNE EN PUISSANCE	
Zp (ft)	Vi (kts)
0	100
2000	97
4000	94
6000	91
8000	88
10000	85
12000	82
14000	79
16000	76
18000	73
20000	70
22000	67
Valide pour VNE SANS PUISSANCE	

VNE POWER ON	
Hp (ft)	IAS (kts)
0	100
2000	97
4000	94
6000	91
8000	88
10000	85
12000	82
14000	79
16000	76
18000	73
20000	70
22000	67
Valid for VNE POWER OFF	

**ASB 01.00.65 / 01.00.24
Temporary limitation**

Figure 3 to paragraph (e)(2)(ii)

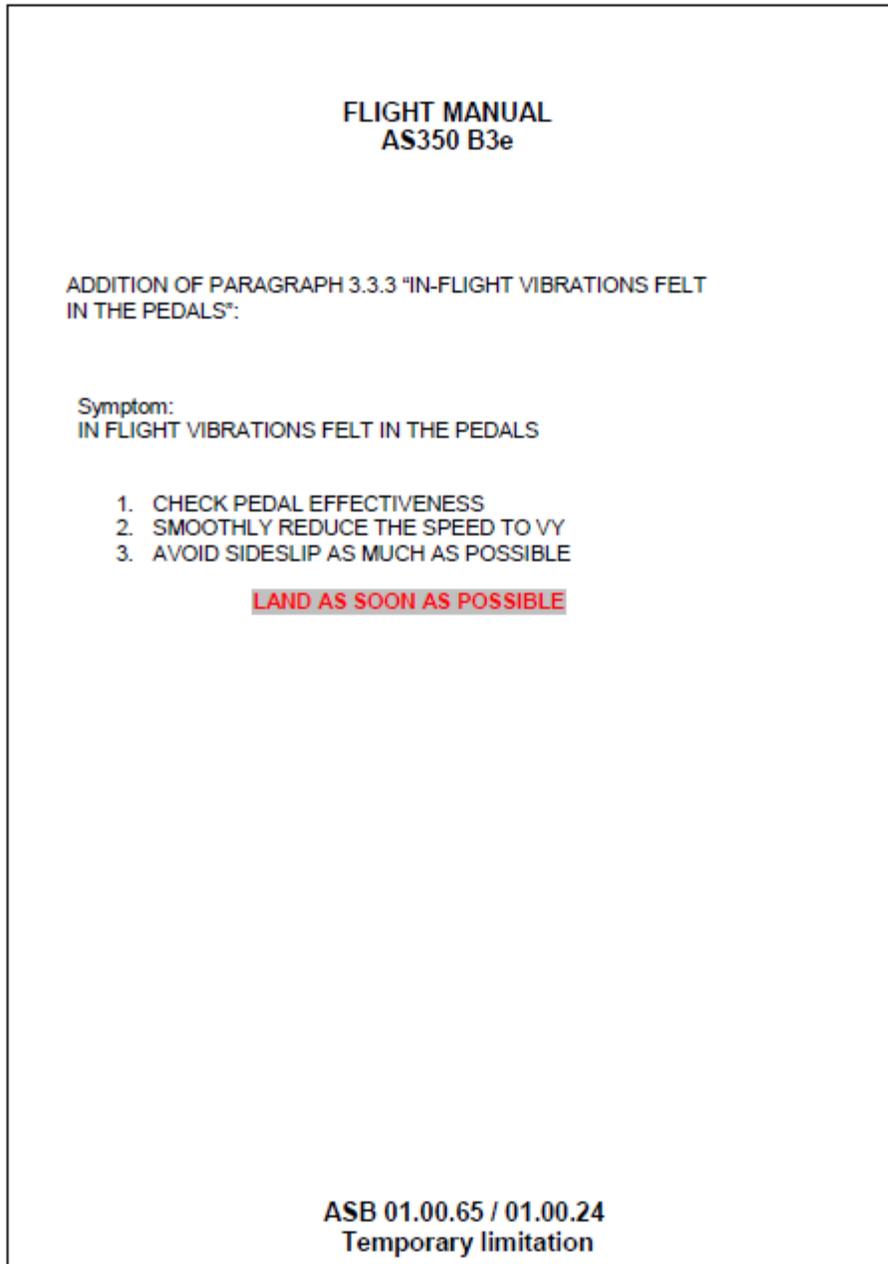


Figure 4 to paragraph (e)(2)(iii)

(3) Before further flight and thereafter after each flight, without exceeding 3 hours time-in-service between two checks, visually check each bearing as follows:

(i) Position both tail rotor blades horizontally.

(ii) Apply load (F) by hand, perpendicular to the pressure face of one tail rotor blade (a), as shown in Figure 5 to paragraph (e)(3)(ii) and (e)(3)(iii) of this EAD, taking care not to reach the extreme position against the tail rotor hub. The load will deflect the tail rotor blade towards the tail boom.

(iii) While maintaining the load, check all the visible faces of the bearings (front and side faces) in area B of DETAIL A of Figure 5 to paragraphs (e)(3)(i) and (e)(3)(iii) of this EAD for separation between the elastomer and metal parts, a crack in the elastomer, or an extrusion (see example in Figure 6 to paragraph (e)(3)(iii) of this EAD).

Note 2 to paragraph (e)(3)(iii): A flashlight may be used to enhance the check.

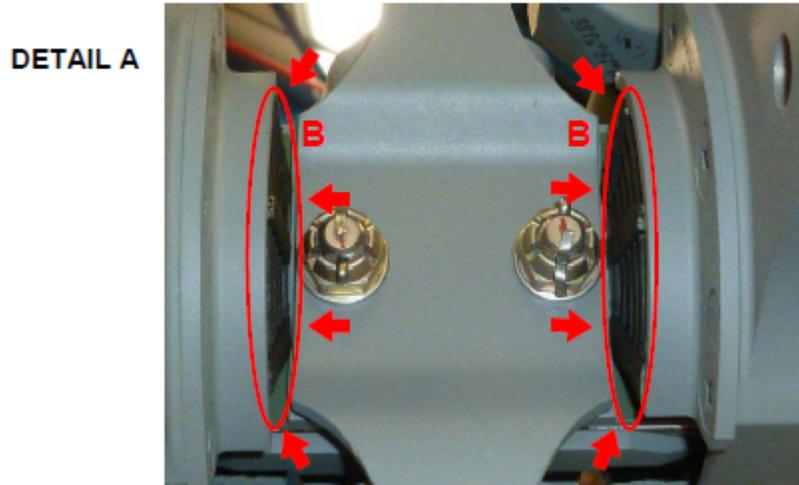
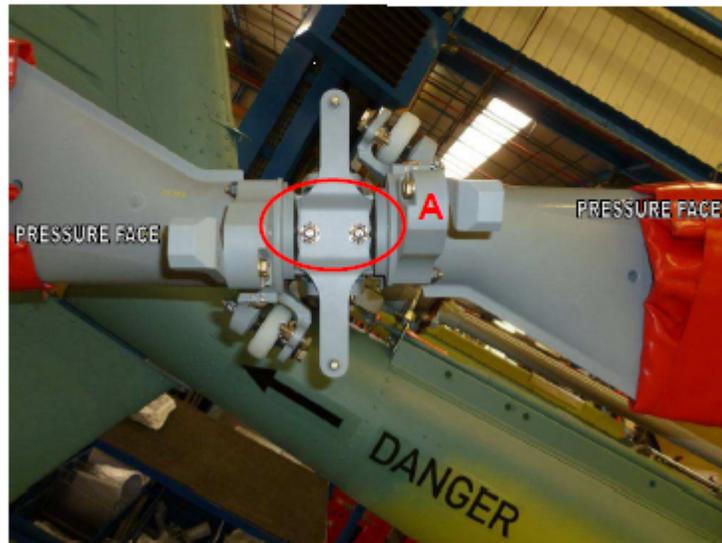
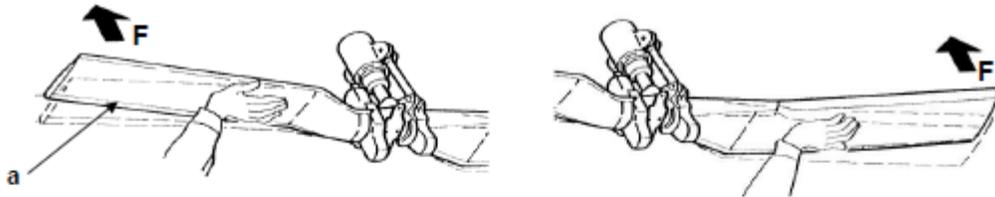


Figure 5 to paragraphs (e)(3)(ii) and (e)(3)(iii)

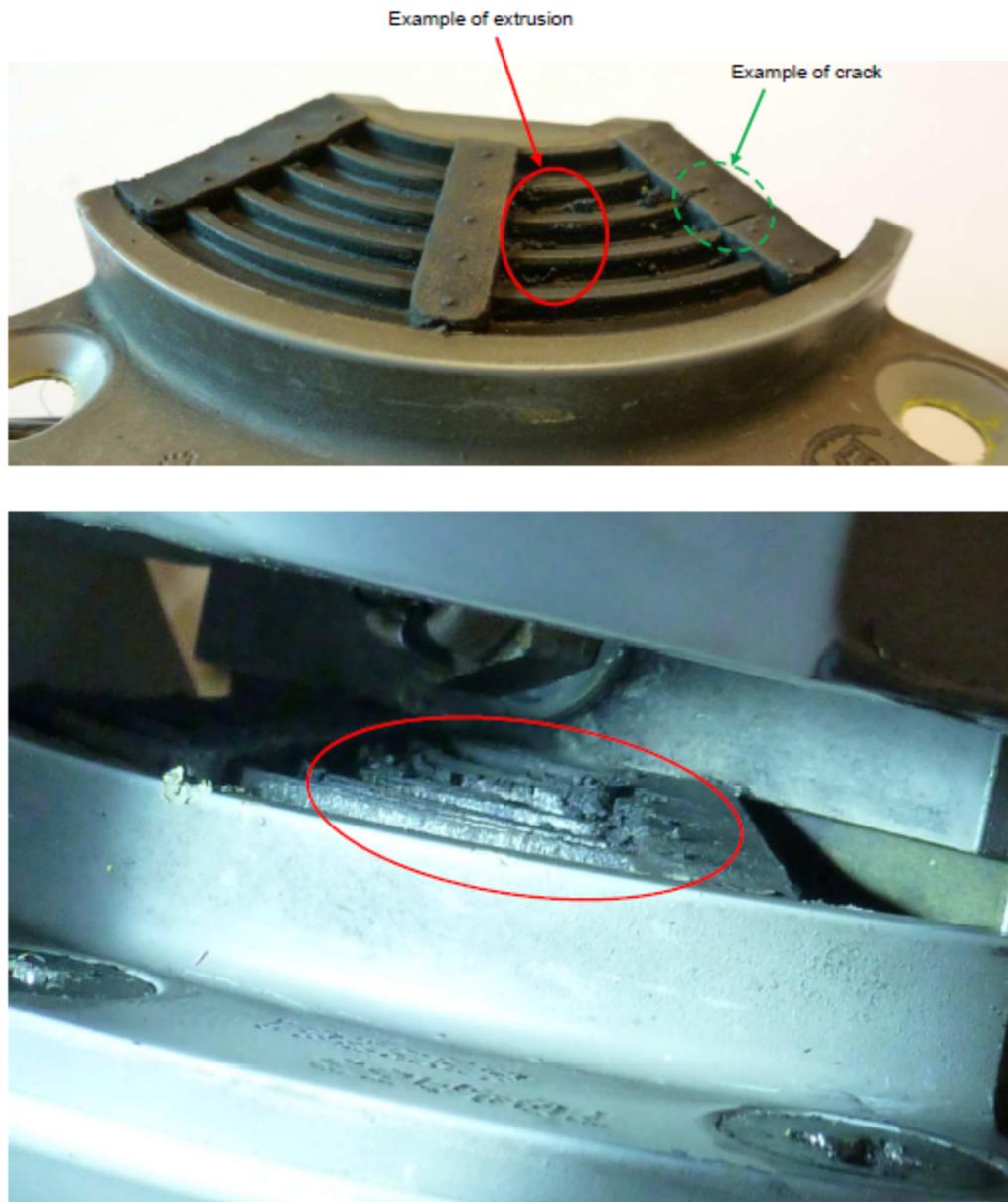


Figure 6 to paragraph (e)(3)(iii)

(iv) Repeat paragraphs (e)(3)(i) through (e)(3)(iii) on the other tail rotor blade.

(v) Apply load (G) by hand perpendicular to the suction face of one tail rotor blade as shown in Figure 7 to paragraphs (e)(3)(v) and (e)(3)(vi) of this EAD. The load will deflect the tail rotor blade away from the tail boom.

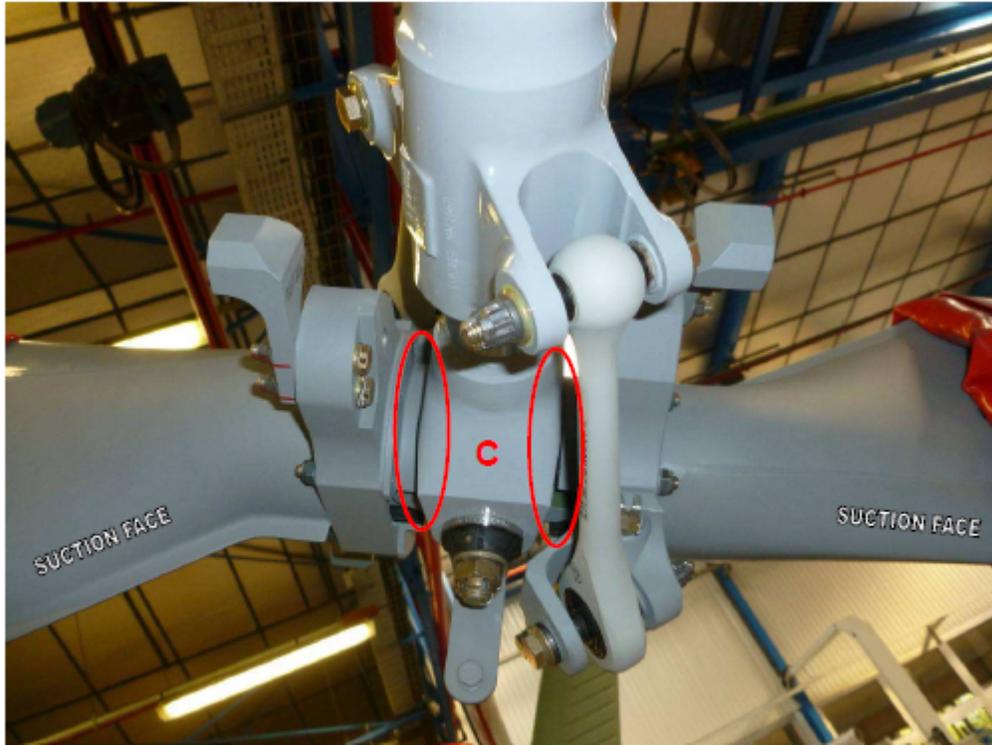
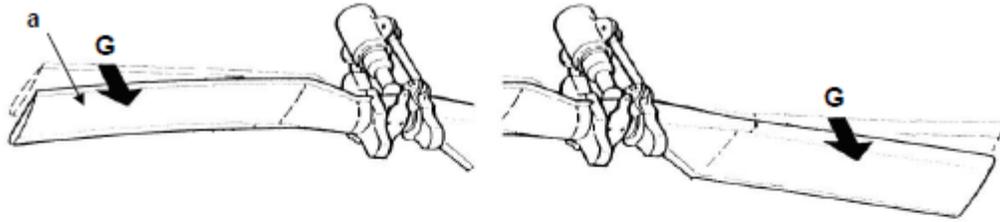


Figure 7 to paragraphs (e)(3)(v) and (e)(3)(vi)

(vi) While maintaining the load, check visible faces of Area C as shown in Figure 7 to paragraphs (e)(3)(v) and (e)(3)(vi) of this EAD for any extrusion.

Note 3 to paragraph (e)(3)(vi): A flashlight may be used to enhance the check.

(vii) Repeat paragraphs (e)(3)(v) and (e)(3)(vi) on the other tail rotor blade.

(4) The actions required by paragraphs (e)(3)(i) through (e)(3)(vii) of this EAD 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 EAD in accordance with 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 §§ 91.173, 121.380, or 135.439.

(5) If there is an extrusion on any bearing, before further flight, replace the four bearings with airworthy bearings.

(6) If there is a separation or a crack on the pressure side bearing, measure the separation or the crack. If the separation or crack is greater than 5 millimeters (.196 inches) as indicated by dimension “L” in Figure 8 to paragraph (e)(6), before further flight, replace the four bearings with airworthy bearings.

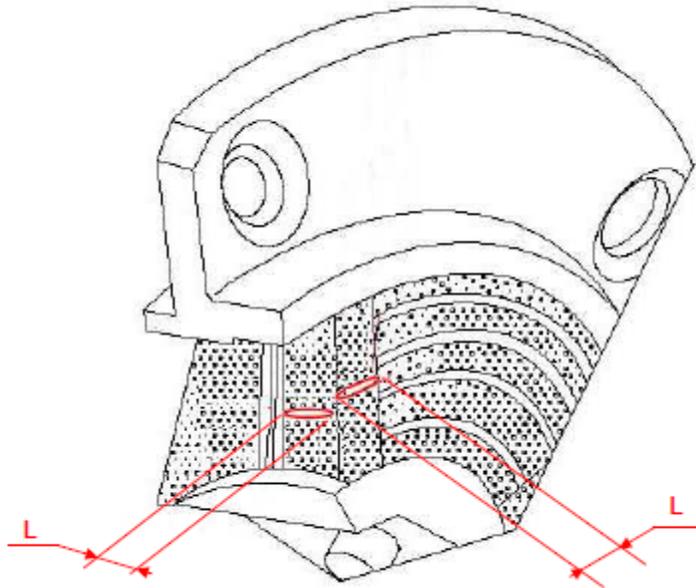


Figure 8 to paragraph (e)(6)

(7) After the last flight of the day, perform a one-time inspection by removing the bearings and inspecting for a separation, a crack, or an extrusion. If there is a separation, crack, or extrusion, before further flight, replace the four bearings with airworthy bearings.

(f) Special Flight Permit.

Special flight permits are prohibited by this EAD.

(g) Alternative Methods of Compliance (AMOCs).

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this EAD.

Send your proposal to: Robert Grant, Aviation Safety Engineer, Safety Management Group, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone 817-222-5328; 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 EAD through an AMOC.

(h) Additional Information.

(1) For further information contact: Robert Grant, Aviation Safety Engineer, Safety Management Group, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone 817-222-5328; email robert.grant@faa.gov.

(2) Eurocopter Emergency Alert Service Bulletin (EASB) No. 01.00.65, dated October 4, 2012, which is not incorporated by reference, contains additional information about the subject of this EAD.

(3) For a copy of the service information referenced in this EAD, 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>.

(i) Subject.

Joint Aircraft Service Component (JASC) Tracking Code: 6400 Tail Rotor.

Issued in Fort Worth, Texas, on October 17, 2012.

Gwendolynne O'Connell

Acting Manager, Rotorcraft Directorate,

Aircraft Certification Service.