

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

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

BIWEEKLY 2014-25

12/1/2014 - 12/14/2014



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; R - Replaces

Biweekly 2014-01

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

Biweekly 2014-02

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

Biweekly 2014-03

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

Biweekly 2014-04

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

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Biweekly 2014-18

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

Biweekly 2014-19

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

Biweekly 2014-20

2014-19-05		Turbomeca S.A.	Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, 1S1, 2B, 2B1, 2C, 2C1, 2C2, 2S1, and 2S2 turboshaft engines
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Biweekly 2014-21

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

Biweekly 2014-22

2014-15-02 R1	R 2014-15-02	Fiberglas-Technik Rudolf Lindner GmbH & Co. KG	G102 STANDARD ASTIR III, G102 CLUB ASTIR III, G102 CLUB ASTIR IIIb, G103 TWIN II, G103A TWIN II ACRO, G103C TWIN III ACRO, and G 103 C Twin III SL gliders
2014-21-02		Pacific Aerospace Limited	FU24-954 and FU24A-954
2014-21-03		Airbus Helicopters	AS332L2 helicopters
2014-22-51		Airbus Helicopters	EC130T2 helicopters

Biweekly 2014-23

2014-22-01	S 2012-26-16	Pilatus Aircraft Ltd	PC-12, PC-12/45, PC-12/47, and PC-12/47E
2014-22-03	S 2012-14-11	Various Restricted Category Helicopters	OH-58A, OH-58A+, and OH-58C helicopters
2014-23-03	S 76-06-09	Piper Aircraft, Inc.	PA-31P

Biweekly 2014-24

2014-23-02		AgustaWestland S.p.A.	A109E, A109K2, A119, and AW119 MKII helicopters
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Biweekly 2014-25

2008-14-02 R1		Agusta S.p.A.	AB139 and AW139 helicopters
2014-23-16	S 2011-12-10	Robinson Helicopter Company	R22, R22 Alpha, R22 Beta, R22 Mariner, R44 and R44 II helicopters
2014-24-01		Harry E. Williams and Cliff Robertson de Havilland	DH 82A and DH 83
2014-24-04		The Boeing Company	MD-90-30



2008-14-02 R1 Agusta S.p.A. (Agusta) Helicopters: Amendment 39-18046; Docket No. FAA-2008-0256; Directorate Identifier 2007-SW-01-AD.

(a) Applicability

This AD applies to Agusta Model AB139 and AW139 helicopters, except helicopters with reinforcement skin part number (P/N) 3G5306P08512 installed on left hand (LH) frame station 5700 P/N 3P5338A13352 and right hand (RH) frame station 5700 P/N 3P5338A13452; or with reinforcement skin P/N 3G5306P08513 installed on LH frame station 5700 P/N 3P5338A13353 and RH frame station 5700 P/N 3P5338A13453; or with LH frame station 5700 P/N 3P5338A13354 and RH frame station 5700 P/N 3P5338A13454, installed; certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a fatigue crack in the fuselage frame 5700 middle section. This condition could result in structural failure of the frame and subsequent loss of control of the helicopter.

(c) Affected ADs

This AD revises AD 2008-14-02, Amendment 39-15597 (73 FR 39572, July 10, 2008).

(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), or upon accumulating 100 hours TIS since new, whichever occurs later, inspect the fuselage frame 5700 middle section for a crack in accordance with the Compliance Instructions, paragraphs 1. through 4., of Agusta Bollettino Tecnico No. 139-018, Revision B, dated October 18, 2006.

(2) Thereafter, at intervals not exceeding 100 hours TIS, repeat the inspection as required by paragraph (e)(1) of this AD.

(3) If there is a crack, before further flight, repair the crack in accordance with an FAA-approved procedure.

(f) Effective Date

This AD becomes effective January 16, 2015.

(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Sharon Miles, Aviation Safety Engineer, Regulations and Policy Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email sharon.y.miles@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) Agusta Bollettino Tecnico No. 139-089, dated February 19, 2010, which is not incorporated by reference, contains additional information about the subject of this AD. For this service information, 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>. 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 (EASA) AD No. 2006-0357R1, dated April 22, 2010. You may view the EASA AD on the Internet at <http://www.regulations.gov> in Docket No. FAA-2008-0256.

(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.

(3) The following service information was approved for IBR on August 14, 2008 (73 FR 39572, July 10, 2008).

(i) Agusta Bollettino Tecnico No. 139-018, Revision B, dated October 18, 2006.

(ii) Reserved.

(4) For Agusta 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>.

(5) 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.

(6) 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 November 24, 2014.
Kim Smith,
Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2014-23-16 Robinson Helicopter Company: Amendment 39-18032; Docket No. FAA-2013-0159; Directorate Identifier 2012-SW-010-AD.

(a) Applicability

This AD applies to Model R22, R22 Alpha, R22 Beta, and R22 Mariner helicopters with main rotor blade (blade), part number (P/N) A016-2 or A016-4; and Model R44 and R44 II helicopters with blade, P/N C016-2 or C-016-5, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as blade skin debonding, which could result in blade failure and subsequent loss of control of the helicopter.

(c) Affected ADs

This AD supersedes AD 2011-12-10, Amendment 39-16717 (76 FR 35330, June 17, 2011); corrected March 5, 2012 (77 FR 12991).

(d) Effective Date

This AD becomes effective January 9, 2015.

(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) Before the first flight of each day, visually check for any exposed (bare metal) skin-to-spar joint area on the lower surface of each blade. The actions required by this paragraph may be performed by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the aircraft records showing compliance with this AD in accordance with 14 CFR 43.9(a)(1) through (4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

(2) If there is any bare metal in the area of the skin-to-spar bond line, before further flight, inspect the blade by following the requirements of paragraph (f)(3) of this AD.

(3) Within 10 hours time-in-service (TIS), and at intervals not to exceed 100 hours TIS or at each annual inspection, whichever occurs first, inspect each blade for corrosion, separation, a gap, or a dent by following the Compliance Procedure, paragraphs 1 through 6 and 8, of Robinson R22 Service Bulletin SB-103, dated April 30, 2010 (SB103), or Robinson Service Bulletin SB-72, dated April 30, 2010 (SB72), as appropriate for your model helicopter. Although the Robinson service information limits the magnification to 10X, a higher magnification is acceptable for this inspection. Also, an appropriate tap test tool which provides similar performance, weight, and consistency of tone may be

substituted for the "1965 or later United States Quarter-dollar coin," which is specified in the Compliance Procedure, paragraph 2, of SB72 and SB103.

(4) Before further flight, refinish any exposed area of a blade by following the Compliance Procedure, paragraphs 2 through 6, of Robinson R22 Service Letter SL-56B or R44 Service Letter SL-32B, both dated April 30, 2010, as appropriate for your model helicopter.

(5) Before further flight, replace any unairworthy blade with an airworthy blade.

(6) Within 5 years of the effective date of this AD:

(i) For Model R22 series helicopters, replace blade P/N A016-2 or A016-4 with a blade, P/N A016-6.

(ii) For Model R44 series helicopters fitted with hydraulically boosted main rotor flight controls, replace blade P/N C016-2 or C016-5 with a blade, P/N C016-7.

(iii) For Model R44 series helicopters without hydraulically boosted main rotor flight controls, replace blade P/N C016-2 or C016-5 with a blade, P/N C016-7. Prior to installing a blade P/N C016-7, verify the helicopter has been modified as required by Robinson R44 Service Letter SL-37, dated June 18, 2010, Compliance Procedures, paragraphs 1. through 10.

(iv) Installing blades, P/N A016-6 or P/N C016-7, is terminating action for the inspection requirements of paragraphs (f)(1) through (f)(4) of this AD.

(7) As an option for complying with paragraph (f)(3) of this AD, you may perform a blade inspection by following the corresponding provisions of SB-103A or SB-72A, both dated July 19, 2012, as appropriate for your model helicopter.

(g) Special Flight Permits

Special flight permits will not be issued.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Los Angeles Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Fred Guerin, Aviation Safety Engineer, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, FAA, 3960 Paramount Blvd., Lakewood, CA 90712; telephone (562) 627-5232; email fred.guerin@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.

(3) AMOCs approved for AD 2011-12-10 (76 FR 35330, June 17, 2011); corrected March 5, 2012 (77 FR 12991), are approved as AMOCs for the corresponding requirements in paragraph (f) of this AD.

(i) Additional Information

The Robinson letter titled "Additional Information Regarding Main Rotor Blade Skin Debonding," dated May 25, 2007, which is not incorporated by reference, contains additional information about the subject of this AD. For service information identified in this AD, contact Robinson Helicopter Company, 2901 Airport Drive, Torrance, CA 90505; telephone (310) 539-0508; fax (310) 539-5198; or at <http://www.robinsonheli.com/servelib.htm>. 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.

(j) Subject

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

(k) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on January 9, 2015.

(i) Robinson R44 Service Letter SL-37, dated June 18, 2010.

(ii) Reserved.

(4) The following service information was previously approved for IBR on July 5, 2011 (76 FR 35330, June 17, 2011); corrected March 5, 2012 (77 FR 12991).

(i) Robinson R22 Service Bulletin SB-103, dated April 30, 2010.

(ii) Robinson R44 Service Bulletin SB-72, dated April 30, 2010.

(iii) Robinson R22 Service Letter SL-56B, dated April 30, 2010.

(iv) Robinson R44 Service Letter SL-32B, dated April 30, 2010.

(5) For Robinson service information identified in this AD, contact Robinson Helicopter Company, 2901 Airport Drive, Torrance, CA 90505; telephone (310) 539-0508; fax (310) 539-5198; or at <http://www.robinsonheli.com/servelib.htm>.

(6) 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.

(7) 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 November 4, 2014.

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



2014-24-01 Harry E. Williams, Cliff Robertson, and de Havilland Airplanes: Amendment 39-18034; Docket No. FAA-2014-0701; Directorate Identifier 2014-CE-025-AD.

(a) Effective Date

This AD is effective January 6, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Harry E. Williams and Cliff Robertson de Havilland Model DH 82A airplanes, all serial numbers, and de Havilland Model DH 83 airplanes, all serial numbers, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 5341, Fuselage, Wing Attach Fittings.

(e) Unsafe Condition

This AD was prompted by reports of structural failure of the attachment of the wing to the fuselage that resulted from failed lateral fuselage tie rods. 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 (h) of this AD, unless already done.

(g) Determine Date of Installation or Date of Last Replacement of the Lateral Fuselage Tie Rods and Attaching Nuts

Within the next 30 days after January 6, 2015 (the effective date of this AD), review the aircraft records to determine the date of installation or date of last replacement of the lateral fuselage tie rods and attaching nuts.

(h) Replace the Lateral Fuselage Tie Rod and Attaching Nuts

Initially replace the lateral fuselage tie rod and attaching nuts at whichever of the compliance times specified in paragraph (h)(1) or paragraph (h)(2) of this AD that applies. Repetitively thereafter replace the lateral fuselage tie rod and attaching nuts every 2,000 hours TIS or 18 years, whichever

occurs first. Do the replacement following the procedures in paragraph 2.C. of the Accomplishment Instructions and the table on Figure 1 in British Aerospace Military Aircraft and Aerostructures BAe Aircraft Bulletin for De Havilland Moth Aircraft, Document Type and Ref No Technical News Sheet CT (Moth) No 29, Issue 3, dated March 1, 1999.

(1) If the date of lateral fuselage tie rod installation or date of last replacement is known: Do the initial replacement at whichever of the following compliance times in paragraph (h)(1)(i) or paragraph (h)(1)(ii) of this AD that occurs later:

(i) Upon accumulating 2,000 hours TIS on the lateral fuselage tie rod or upon reaching 18 years from the last lateral fuselage tie rod replacement, whichever occurs first; or

(ii) Within the next 6 months after January 6, 2015 (the effective date of this AD) or within the next 100 hours TIS January 6, 2015 (after the effective date of this AD), whichever occurs first.

(2) If the date of lateral fuselage tie rod installation or date of last replacement is not known: Do the initial replacement within the next 6 months after January 6, 2015 (the effective date of this AD) or within the next 100 hours TIS after January 6, 2015 (the effective date of this AD), whichever occurs first.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager of the Fort Worth Airplane Certification Office (ACO), the Manager of the Los Angeles Aircraft Certification Office (ACO), and the Manager of the Standards Office, FAA, have the authority to approve AMOCs for their respective products covered by 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 applicable FAA office, send it to the attention of the person identified in paragraphs (j)(1), (j)(2), or (j)(3), as applicable.

(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.

(j) Related Information

(1) For more information about this AD for airplanes covered under Type Certificate Data Sheet (TCDS) A5PC (Model de Havilland DH 82A airplanes built in Australia), contact Andrew McAnaul, Aerospace Engineer, FAA, Fort Worth ACO, ASW-150 (c/o San Antonio MIDO), 10100 Reunion Place, Suite 650, San Antonio, Texas 78216; phone: (210) 308-3365; fax: (210) 308-3370; email: andrew.mcanaul@faa.gov.

(2) For more information about this AD for airplanes covered under TCDS A8EU (Model de Havilland DH 82A airplanes built in the United Kingdom), contact Fred Guerin, Aerospace Engineer, FAA, Los Angeles ACO, 3960 Paramount Blvd., Suite 100, Lakewood, California 90712; phone (562) 627-5232; fax: (562) 627-5210; email: fred.guerin@faa.gov.

(3) For more information about this AD for airplanes covered under TCDS 2-439 (Model de Havilland DH 83 airplanes built in the United Kingdom), contact Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4123; fax: (816) 329-4090; email: karl.schletzbaum@faa.gov.

(k) Material Incorporated by Reference

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

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

(i) British Aerospace Military Aircraft and Aerostructures BAe Aircraft Bulletin for De Havilland Moth Aircraft, Document Type and Ref No Technical News Sheet CT (Moth) No 29, Issue 3, dated March 1, 1999.

(ii) Reserved.

(3) For British Aerospace Military Aircraft and Aerostructures service information identified in this AD, contact:

(i) For de Havilland DH 82A airplanes: de Havilland Support Ltd, Building 213, Duxford Airfield, Cambridge, United Kingdom CB22 4QR; telephone: +44 (0) 1223 830090; fax: +44 (0) 1223 830085; email: info@dhsupport.com; Internet: <http://www.dhsupport.com/moth.php>.

(ii) For de Havilland DH 83 airplanes: Air Stratus Ltd., Oaksey Park Airfield, Oaksey, Malmesbury, Wiltshire, United Kingdom SN 16 9SD; telephone: +44 (0) 1666 575111; no known Internet address.

(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 November 18, 2014.

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



2014-24-04 The Boeing Company: Amendment 39-18037; Docket No. FAA-2014-0450; Directorate Identifier 2013-NM-250-AD.

(a) Effective Date

This AD is effective January 13, 2015.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all The Boeing Company Model MD-90-30 airplanes, certificated in any category.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of cracks emanating from the aft-most barrel nut holes of the left and right upper rear spar caps of the horizontal stabilizer. We are issuing this AD to detect and correct such cracks, which could propagate until the upper rear spar cap severs, and result in failure of the horizontal stabilizer upper center or aft skin panel and adversely affect the structural integrity of the airplane.

(f) Compliance

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

(g) Inspection

At the applicable compliance time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin MD90-55A017, dated September 27, 2013, except as provided by paragraph (j) of this AD: Do a high frequency eddy current inspection (ETHF) for cracks in the areas around the two aft-most barrel nut holes of the upper rear spar cap; and do all applicable corrective actions; in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin MD90-55A017, dated September 27, 2013. Thereafter, repeat the ETHF inspection at the applicable time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin MD90-55A017, dated September 27, 2013. Do all corrective actions before further flight.

(h) Post-Repair/Replacement Actions

For airplanes on which a splice repair or replacement was done as specified in Boeing Alert Service Bulletin MD90-55A017: At the applicable compliance time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin MD90-55A017, dated September 27, 2013, do an ETHF inspection for cracks at the two aft-most barrel nut holes of any repaired or replaced upper rear spar cap, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin MD90-55A017, dated September 27, 2013. Thereafter, repeat the ETHF inspection at the applicable time specified in paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin MD90-55A017, dated September 27, 2013. If any cracking is found, before further flight, do the repair or replacement, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin MD90-55A017, dated September 27, 2013.

(i) Post-Repair Inspections

The post-repair inspections of the upper rear spar cap of the aft flange that has been splice-repaired specified in Table 1 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin MD90-55A017, dated September 27, 2013, are not required by this AD.

Note 1 to paragraph (i) of this AD: The damage tolerance inspections (post-repair inspections of the upper rear spar cap aft flange) specified in Table 1 of paragraph 1.E., "Compliance," of Boeing Alert Service Bulletin MD90-55A017, dated September 27, 2013, may be used in support of compliance with Section 121.1109(c)(2) or 129.109(b)(2) of the Federal Aviation Regulations (14 CFR 121.1109(c)(2) or 14 CFR 129.109(b)(2)). The corresponding actions specified in the Accomplishment Instructions of Boeing Alert Service Bulletin MD90-55A017, dated September 27, 2013, are not required by this AD.

(j) Exception to the Service Information

Where Boeing Alert Service Bulletin MD90-55A017, dated September 27, 2013, specifies a compliance time "after the original issue date of this service bulletin," this AD requires compliance within the specified compliance time after the effective date of this AD.

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Los Angeles Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in paragraph (1) of this AD. Information may be emailed to: 9-ANM-LAACO-AMOC-REQUESTS@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD if it is approved by the Boeing Commercial Airplanes Organization Designation Authorization (ODA) that has been authorized by the Manager, Los Angeles ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and 14 CFR 25.571, Amendment 45, and the approval must specifically refer to this AD.

(l) Related Information

For more information about this AD, contact George Garrido, Aerospace Engineer, Airframe Branch, ANM-120L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: 562-627-5357; fax: 562-627-5210; email: george.garrido@faa.gov.

(m) 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) Boeing Alert Service Bulletin MD90-55A017, dated September 27, 2013.

(ii) Reserved.

(3) For Boeing service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, 3855 Lakewood Boulevard, MC D800-0019, Long Beach, CA 90846-0001; telephone 206-544-5000, extension 2; fax 206-766-5683; Internet <https://www.myboeingfleet.com>.

(4) You may view this service information at FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425 227-1221.

(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 Renton, Washington, on November 19, 2014.
Suzanne Masterson,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.