

**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES**

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

**BIWEEKLY 2012-22**

*10/22/2012 - 11/4/2012*



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

Email: [rgl@faa.gov](mailto:rgl@faa.gov)

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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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**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
			and 206L-4 helicopters
2012-12-20		Turbomeca	Arriel 2C1, 2C2, and 2S2 turboshaft engines
2012-12-21		Eurocopter Deutschland	MBB-BK 117 C-2 helicopters
<b>Biweekly 2012-14</b>			
2012-13-04		Embraer	EMB-505
2012-14-06		Rolls-Royce Corporation	250-C20, -C20B, and -C20R/2 turboshaft engines
<b>Biweekly 2012-15</b>			
2012-13-10		PZL Swidnik S.A.	PZL W-3A helicopters
2012-13-11		Eurocopter Deutschland GmbH	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	S 2011-15-51	Bell Helicopter Textron Canada	407 and 427 helicopters
2012-14-08		Sikorsky Aircraft	S-92A helicopters
2012-14-10		Boeing Vertol	107-II helicopters
		Kawasaki Heavy Industries	KV107-II and KV107-IIA helicopters
2012-14-11		See AD	OH-58A, OH-58A+, and OH-58C helicopters
2012-14-14		Eurocopter Deutschland GmbH	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		Honeywell International	Appliance: KGS200 Mercury <sup>2</sup>
2012-15-04		Eurocopter France	EC155B1 helicopters
<b>Biweekly 2012-16</b>			
2012-14-12		See AD	See AD
2012-15-01		See AD	See AD
2012-15-07		Glasflugel	Club Libelle, Kestrel, Mosquito, Standard Libelle-201B gliders
2012-16-03		HPH s. r.o.	304C, 304CZ, and 304CZ-17 sailplanes
<b>Biweekly 2012-17</b>			
2012-12-21	COR	Eurocopter Deutschland	MBB-BK 117 C-2 helicopters
2012-15-08		Sikorsky	S-76A helicopters
2012-16-02		Eurocopter France	EC155B and EC155B1 helicopters
2012-16-13		BRP-Powertrain	Rotax 912 F2; 912 F3; 912 F4; 912 S2; 912 S3; and 912 S4 reciprocating engines
<b>Biweekly 2012-18</b>			
2012-08-06	S 52-02-02	Univair Aircraft Corporation	(ERCO) 415-C, 415-CD, 415-D, E, G; (Forney) F-1 and F-1A; (Alon) A-2 and A2-A; and (Mooney) M10
2012-16-14		Honeywell International Inc.	TFE731-20R, -20AR, -20BR, -40, -40AR, -40R, -50R, and -60 turbofan engines
2012-17-02		Eurocopter France	SA-365N, SA-365N1, SA-366G1, AS-365N2, AS 365 N3, EC 155B, and EC155B1 helicopters
2012-17-03		Eurocopter France	AS350B, AS350BA, AS350D, AS350B1, AS350B2, and AS350B3 helicopters
2012-17-05		Honeywell International Inc.	TFE731-5, TFE731-5AR and -5BR series, TFE731-4, -4R, -5AR, -5BR, and -5R series turbofan engines
2012-17-07		Diamond Aircraft Industries GmbH	DA 42, DA 42 NG, and DA 42 M-NG
2012-18-01		M7 Aerospace LLC	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
<b>Biweekly 2012-19</b>			
2012-15-07 R1		Glasflugel	Club Libelle 205, Kestrel, Mosquito, Standard Libelle-201B
2012-17-06		Piper	PA-24, PA-24-250, PA-24-260
2012-17-09		Eurocopter France	
2012-17-10		Various Restricted Category Helicopters	HH-1K, TH-1F, TH-1L, UH-1A, UH-1B, UH-1E, UH-1F, UH-1H, UH-1L, and UH-1P helicopters
2012-18-02		Agusta	AB412 and AB412EP helicopters
2012-18-04		Costruzioni Aeronautiche	P2006T airplanes
2012-18-06		Piaggio	P-180 airplanes

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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
<b>Biweekly 2012-20</b>			
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
<b>Biweekly 2012-21</b>			
2000-07-11 R1		Piaggio Aero Industries S.p.A.	P-180
2012-21-51	E	Eurocopter France	AS350B3 helicopters
<b>Biweekly 2012-22</b>			
2012-21-01	S 2011-14-05	MD Helicopters, Inc.	MD900 helicopters
2012-21-05		Hawker Beechcraft	G58
2012-21-06		Hawker Beechcraft	C90GTi (King Air)
2012-21-07		Agusta	A109S helicopters
2012-21-09		Eurocopter France	EC225 LP helicopters
2012-21-52	E	Agusta S.p.A.	AW139 helicopters



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**2012-21-01 MD HELICOPTERS, Inc. (MDHI):** Amendment 39-17216; Docket No. FAA-2012-0342; Directorate Identifier 2011-SW-028-AD.

**(a) Applicability**

This AD applies to MDHI Model MD900 helicopters with main rotor lower hub assembly (lower hub) part number 900R2101008-107, with serial numbers beginning with 5009, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as a crack in the main rotor lower hub assembly (lower hub). This condition could result in failure of the lower hub and subsequent loss of control of the helicopter.

**(c) Other Affected ADs**

This AD supersedes AD 2011-14-05, amendment 39-16740 (76 FR 41662, July 15, 2011).

**(d) Effective Date**

This AD becomes effective November 27, 2012.

**(e) Compliance**

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

**(f) Required Actions**

(1) Within 100 hours time-in-service (TIS) or during the next annual inspection, whichever occurs first, unless done within the last 200 hours TIS, and thereafter at intervals not to exceed 300 hours TIS or during the next annual inspection, whichever occurs first:

(i) Visually inspect the sides and bottom of the area between the arms for the centering bearing and the areas adjacent to the bushings of the lower hub assembly for a crack. If there is a crack, before further flight, replace the lower hub with an airworthy lower hub.

(ii) If the lower hub is not replaced as a result of the visual inspection required by paragraph (f)(1)(i) of this AD, eddy current inspect the lower hub for a crack by following the Accomplishment Instructions, paragraphs 2.A(2) through 2.A.(10)., of MD Helicopters Inc. Service Bulletin SB900-117, dated January 14, 2011. If there is a crack, before further flight, replace the lower hub with an airworthy hub.

(2) The eddy current inspection required by paragraph (f)(1)(ii) of this AD must be done by a Level II technician with ASNT-TC-1A, CEN EN 4179, MIL-STD-410, NAS410, or equivalent certification in eddy current inspections. The technician must have done an eddy current inspection in the last 12 months.

(3) Within 3 years, replace the lower hub with an airworthy lower hub not included in the Applicability section of this AD. This replacement is terminating action for the requirements of this AD.

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

(1) The Manager, Los Angeles Aircraft Certification Office (LAACO), FAA, may approve AMOCs for this AD. Send your proposal to: Eric Schrieber, Aviation Safety Engineer, Los Angeles Aircraft Certification Office, Transport Airplane Directorate, FAA, 3960 Paramount Blvd., Lakewood, CA 90712; telephone (562) 627-5348; email [eric.schrieber@faa.gov](mailto: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.

**(h) Subject**

Joint Aircraft Service Component (JASC) Code: 2597, Equipment/furnishing system wiring.

**(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) MD Helicopters Inc. Service Bulletin SB900-117, dated January 14, 2011.

(ii) Reserved.

(3) For 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 October 5, 2012.

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



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**2012-21-05 Hawker Beechcraft Corporation Airplanes:** Amendment 39-17221; Docket No. FAA-2012-0829; Directorate Identifier 2012-CE-024-AD.

**(a) Effective Date**

This AD is effective November 27, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Hawker Beechcraft Corporation Model G58 airplanes, serial numbers (S/N) TH-2218 through TH-2285, that are certificated in any category.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 24, Electrical power.

**(e) Unsafe Condition**

This AD was prompted by notification from Hawker Beechcraft Corporation that certain aircraft were produced with the incorrect gauge wiring installed. We are issuing this AD to correct the unsafe condition on these products.

**(f) Compliance**

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

**(g) Replace Supply Wire of the Three-Light Strobe System**

Within the next 50 hours time-in-service (TIS) after November 27, 2012 (the effective date of this AD) or within the next 6 calendar months after November 27, 2012 (the effective date of this AD), whichever occurs first, replace the supply wire of the three-light strobe system. Do the replacement following Hawker Beechcraft Mandatory Service Bulletin No. SB 33-4053, dated February 2011.

**(h) Special Flight Permit**

Special flight permits are permitted with the following limitation: visual flight rules (VFR) day conditions only.

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

(1) The Manager, Wichita 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 the Related Information section 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.

**(j) Related Information**

For more information about this AD, contact Richard Rejniak, Aerospace Engineer, Wichita ACO, 1801 Airport Road, Room 100, Wichita, Kansas 67209; phone: (316) 946-4128; fax: (316) 946-4107; email: richard.rejniak@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) Hawker Beechcraft Mandatory Service Bulletin No. SB 33-4053, dated February 2011.

(ii) Reserved.

(3) For Hawker Beechcraft Corporation service information identified in this AD, contact Hawker Beechcraft Corporation, B091-A04, 10511 E. Central Ave., Wichita, Kansas 67206; telephone: 1 (800) 429-5372 or (316) 676-3140; fax: (316) 676-8027; email: [tmdc@hawkerbeechcraft.com](mailto:tmdc@hawkerbeechcraft.com); or Internet:

[http://www.hawkerbeechcraft.com/customer\\_support/technical\\_and\\_field\\_support/](http://www.hawkerbeechcraft.com/customer_support/technical_and_field_support/).

(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 October 11, 2012.

John Colomy,  
Acting Manager, Small Airplane Directorate,  
Aircraft Certification Service.



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**2012-21-06 Hawker Beechcraft Corporation:** Amendment 39-17222; Docket No. FAA-2012-0830; Directorate Identifier 2012-CE-026-AD.

**(a) Effective Date**

This AD is effective November 27, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Hawker Beechcraft Corporation Model C90GTi (King Air) airplanes, serial numbers LJ-1847, and LJ-1853 through LJ-1997, that are certificated in any category.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 24; Electric power.

**(e) Unsafe Condition**

This AD was prompted by reports of incorrect gauge wires used in the wiring bundles for the cockpit electrical power for backlighting and instrument panel components. We are issuing this AD to prevent failure of the wiring for the power to the airplane's cockpit backlighting and instrument panel components. Failure of the wiring for the airplane's cockpit backlighting and instrument panel components could cause smoke in the cockpit; loss of power to the multifunction display, the co-pilot's primary flight display, and cockpit lighting; and potential damage to surrounding wires and components.

**(f) Compliance**

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

**(g) Replace Cockpit Electrical Power Wires**

Within the next 50 hours time-in-service after November 27, 2012 (the effective date of this AD) or within the next 6 calendar months after November 27, 2012 (the effective date of this AD), whichever occurs first, do the replacements specified below following the Accomplishment Instructions in Hawker Beechcraft Mandatory Service Bulletin No. SB 24-4050, dated November 2010:

(1) Replace wire part number (P/N) CB41-J11-1 on the A124 fuel control panel assembly with a new wire P/N M22759/16-14-9.

(2) Replace wire P/N J26-4-CB308 on the co-pilot primary flight display (PFD) and wire P/N J27-5-CB272 on the multifunction display (MFD) with a new wire P/N M22759/16-16-9.

**(h) Inspect Associated Wire Bundles and Components**

While doing the replacements required in paragraphs (g)(1) and (g)(2) of this AD at the compliance time specified in paragraph (g) of this AD, visually inspect the associated wire bundles and components for heat damage. Do the inspections following the Accomplishment Instructions in Hawker Beechcraft Mandatory Service Bulletin No. SB 24-4050, dated November 2010.

**(i) Repair or Replace Damaged Wires and/or Components**

Before further flight after the inspection required in paragraph (h) of this AD, repair or replace any heat damaged wires or components following the Accomplishment Instructions in Hawker Beechcraft Mandatory Service Bulletin No. SB 24-4050, dated November 2010.

**(j) Special Flight Permit**

Special flight permits are permitted with the following limitation: Visual flight rules (VFR) day conditions only.

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

(1) The Manager, Wichita 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 the Related Information section 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.

**(l) Related Information**

For more information about this AD, contact Richard Rejniak, Aerospace Engineer, Wichita ACO, FAA, 1801 Airport Road, Room 100, Wichita, Kansas 67209; phone: (316) 946-4128; fax: (316) 946-4107; email: richard.rejniak@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) Hawker Beechcraft Mandatory Service Bulletin No. SB 24-4050, dated November 2010.

(ii) Reserved.

(3) For Hawker Beechcraft Corporation service information identified in this AD, contact Hawker Beechcraft Corporation, 10511 E. Central Ave., Wichita, Kansas 67206; phone: (316) 676-3100 or (888) 727-4344; fax: (316) 676-3222 or (316) 676-3327; email: HBC\_Parts@hawkerbeechcraft.com; Internet: www.hawkerbeechcraft.com.

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

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

Issued in Kansas City, Missouri, on October 11, 2012.

John Colomy,  
Acting Manager, Small Airplane Directorate,  
Aircraft Certification Service.



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**2012-21-07–AGUSTA S.p.A. (Agusta):** Amendment 39-17223; Docket No. FAA-2012-0448; Directorate Identifier 2010-SW-016-AD.

**(a) Applicability**

This AD applies to Agusta Model A109S helicopters, serial numbers up to and including 22151, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as failure of the 35 ampere (amp) "BATT BUS," which could result in an electrical failure and fire, loss of electrical power to instruments powered by the "BATT BUS" system, and subsequent loss of control of the helicopter.

**(c) Effective Date**

This AD becomes effective November 27, 2012.

**(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 50 hours time-in-service, modify the electrical power distribution system by installing the "BATT BUS" Circuit Breaker Modification Kit, part number 109-0824-73-107, as depicted in Figures 1 through 3 and by following the Compliance Instructions, paragraphs 4. through 7., of Agusta Bollettino Tecnico No. 109S-35, dated December 11, 2009 (ASB). Thereafter, operationally test the electrical system by following paragraphs 19.1 through 19.7 of the ASB.

**(f) Special Flight Permits**

Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the requirements of this AD can be accomplished provided that you do not simultaneously operate the landing light and the search light.

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

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

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector,

the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

**(h) Additional Information**

The subject of this AD is addressed in European Aviation Safety Agency AD No. 2009-0264, dated December 15, 2009.

**(i) Subject**

Joint Aircraft Service Component (JASC) Code: 2460, DC Power/Distribution System.

**(j) Material Incorporated by Reference**

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

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

(i) Agusta Bollettino Tecnico No. 109S-35, dated December 11, 2009.

(ii) Reserved.

(3) For Agusta service information identified in this AD, contact Agusta, S.p.A., Via Giovanni Agusta 520, 21017 Cascina Costa di Samarate (VA), Italy, ATTN: Giovanni Cecchelli; telephone 39-0331-711133; fax 39-0331-711180; or at <http://www.agustawestland.com/technical-bullettins>.

(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 October 12, 2012.

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



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**2012-21-09 Eurocopter France:** Amendment 39-17225; Docket No. FAA-2012-1128; Directorate Identifier 2012-SW-064-AD.

**(a) Applicability**

This AD applies to Eurocopter France (Eurocopter) Model EC225 LP helicopters, with an epicyclic module, part number (P/N) 332A32-5021-00 or 332A32-5021-01, installed, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as a missing through-hole, joining the integrated collector to the magnetic plug. This condition could result in failure of the chip-detector system to detect deterioration of the main rotor mast lift bearing, failure of the lift bearing, and subsequent loss of control of the helicopter.

**(c) Effective Date**

This AD becomes effective November 7, 2012.

**(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), inspect the tapered housing of the epicyclic module to determine if there is a through-hole upstream of the magnetic plug.

(i) Remove the magnetic plug and support from the housing.

(ii) Determine if the hole above the magnetic plug is a through-hole as shown in figures 1 and 2 to paragraph (e)(1)(ii) of this AD.

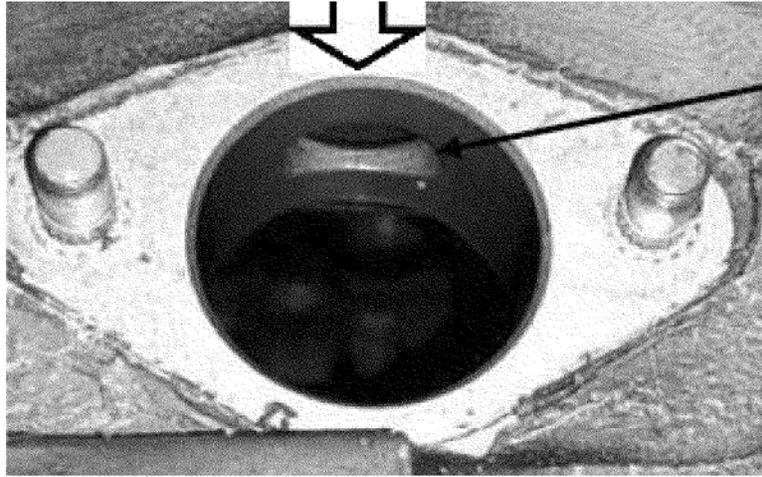


Figure 1 to paragraph (e)(1)(ii)

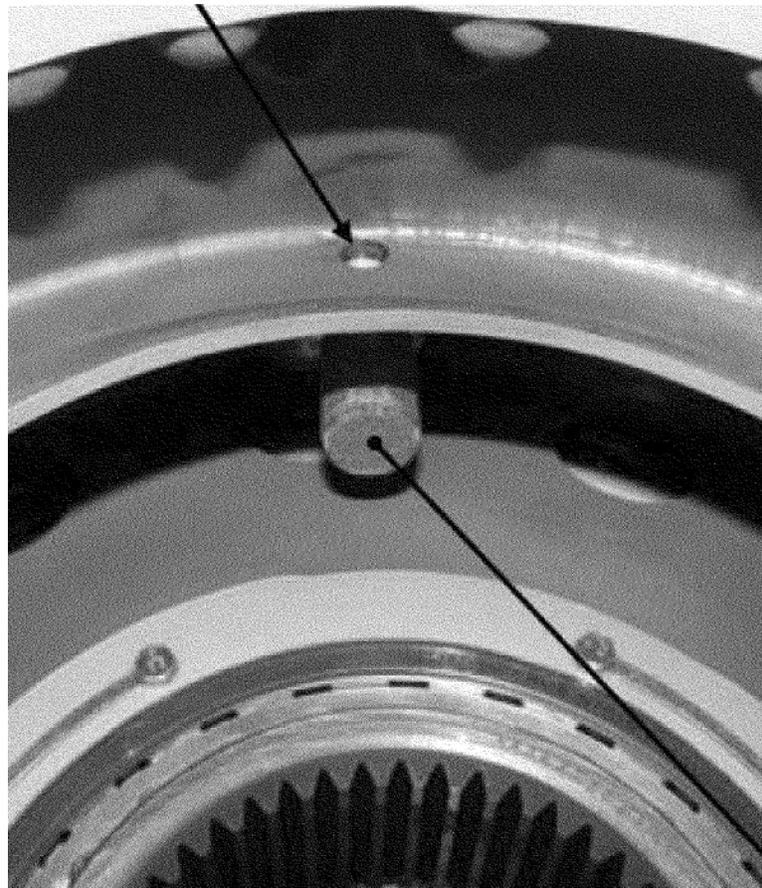


Figure 2 to paragraph (e)(1)(ii)

(2) If the hole above the magnetic plug is not a through-hole, before further flight, replace the epicyclic module with an airworthy epicyclic module.

(3) Do not install an epicyclic module, P/N 332A32-5021-00 or 332A32-5021-01, on any helicopter unless it has been inspected as required by this AD.

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

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

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

**(g) Additional Information**

(1) Eurocopter Emergency Alert Service Bulletin No. 63A011, Revision 0, dated August 1, 2012, which is not incorporated by reference, contains additional information about the subject of this AD. For service information identified in this AD, contact American Eurocopter Corporation, 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at <http://www.eurocopter.com/techpub>.

You may review a copy of the service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth Texas 76137.

(2) The subject of this AD is addressed in European Aviation Safety Agency AD No. 2012-0144-E, dated August 1, 2012.

**(h) Subject**

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

Issued in Fort Worth, Texas, on October 15, 2012.

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



**DATE: October 23, 2012**

**AD #: 2012-21-52**

This emergency airworthiness directive (EAD) 2012-21-52 is being sent to owners and operators of Agusta S.p.A. (type certificate currently held by AgustaWestland S.p.A.) (Agusta) Model AW139 helicopters.

### **Background**

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA AD No. 2012-0213-E, dated October 16, 2012, to correct an unsafe condition for certain Agusta Model AW139 helicopters. EASA advises that an incident of an incorrectly installed pilot's collective stick, pilot's cyclic stick, and co-pilot's cyclic stick was reported. This condition, if not detected and corrected, could lead to in-flight detachment of the cyclic or collective sticks and subsequent loss of control of the helicopter.

### **FAA's Determination**

These helicopters have been approved by the aviation authority of Italy and are approved for operation in the United States. Pursuant to our bilateral agreement with Italy, EASA, its technical representative, has notified us of the unsafe condition described in the EASA AD. We are issuing this AD 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 the same type design.

### **Related Service Information**

Agusta has issued Bollettino Tecnico (BT) No. 139-308, dated October 16, 2012 (BT 139-308). The BT describes procedures to inspect the pilot's and co-pilot's collective and cyclic sticks for the correct installation of bolts, washers, self-locking nuts, cotter pins, ring nuts, and quick-release pins. If any collective or cyclic stick is incorrectly installed, the BT requires reinstalling the affected control stick.

### **EAD Requirements**

This EAD requires, within 5 hours time-in-service (TIS):

- Inspecting the pilot collective and cyclic control sticks for the correct installation of the attachment bolts, washers, self-locking nuts, and cotter pins. If the installed hardware is not as prescribed in this EAD, before further flight, reinstalling the pilot collective or cyclic control stick.
- Inspecting the co-pilot collective and cyclic control sticks for the correct installation of the ring nuts and quick-release pins. If the installed hardware is not as prescribed in this EAD, before further flight, reinstalling the co-pilot collective or cyclic control stick.

## **Differences Between this EAD and the EASA AD**

The EASA AD allows compliance within 1 week or 5 flight-hours; this EAD requires compliance within 5 hours TIS.

### **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.

**2012-21-52 AGUSTA S.P.A. (TYPE CERTIFICATE CURRENTLY HELD BY AGUSTAWESTLAND S.P.A.) (AGUSTA):** Directorate Identifier 2012-SW-097-AD.

#### **(a) Applicability.**

This EAD applies to Agusta Model AW139 helicopters, serial numbers (S/N) 41201 through 41310, except S/N 41290, 41291, 41292, 41302, 41304, 41305, 41306, and 41309, certificated in any category.

#### **(b) Unsafe Condition.**

This EAD defines the unsafe condition as an incorrectly installed cyclic and collective control stick, detachment of the cyclic or collective control stick, 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 prior to that time.

#### **(e) Required Actions.**

Within 5 hours TIS:

(1) Inspect the pilot collective stick installation to determine whether the self-locking nuts, part-number (P/N) MS17825-4, are secured with cotter pins, P/N MS24665-136, as depicted in

Figure 1 to paragraph (e)(1) of this EAD. If the self-locking nuts are not secured with cotter pins, before further flight, reinstall the pilot collective stick.

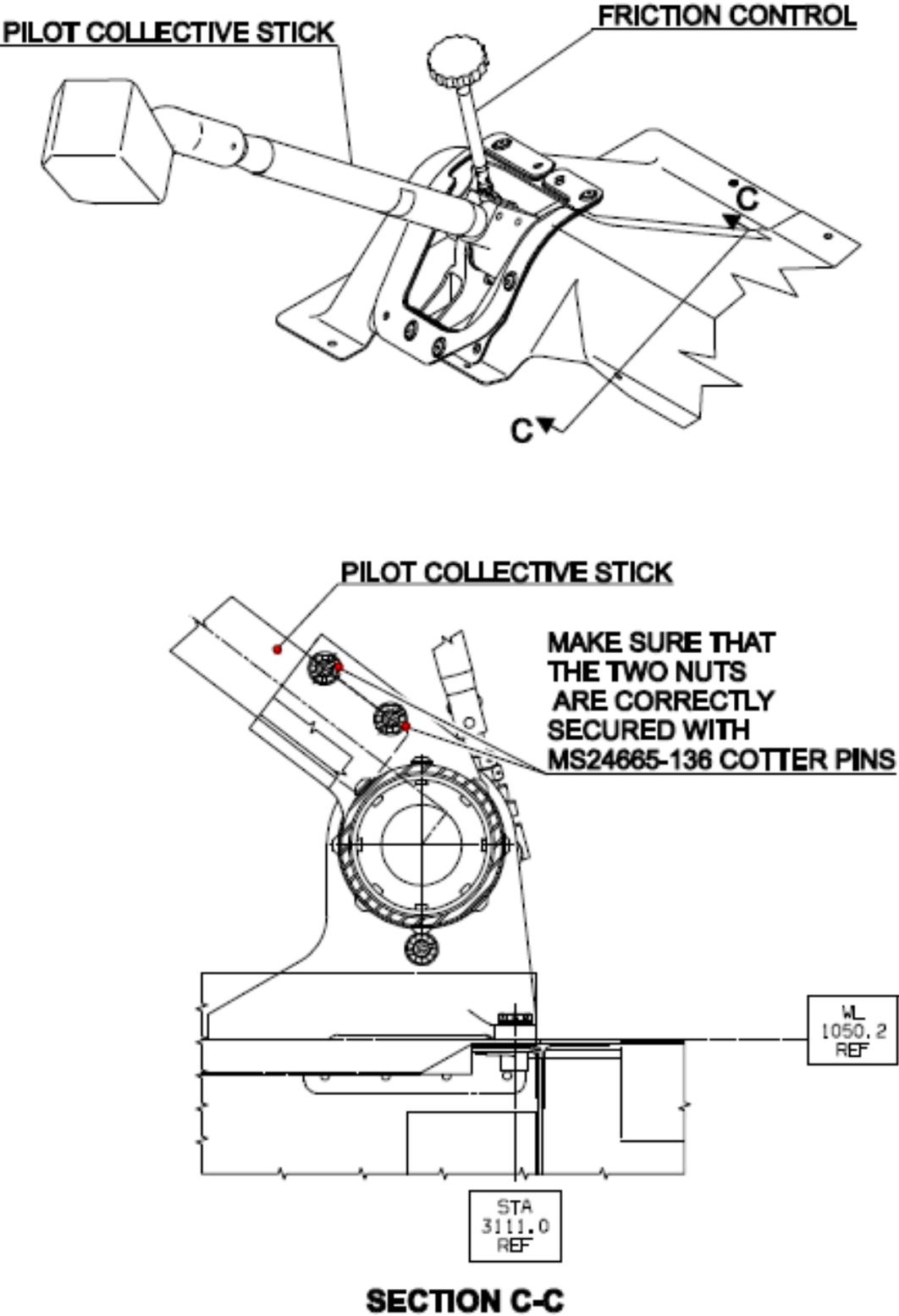


Figure 1 to paragraph (e)(1)

(2) Inspect the co-pilot collective stick installation to determine whether the ring nut (item 2) is loose and the quick-release pin (item 3) is installed as depicted in Figure 2 to paragraph (e)(2) of this EAD. If the ring nut is loose or the quick-release pin is not installed, before further flight, reinstall the co-pilot collective stick.

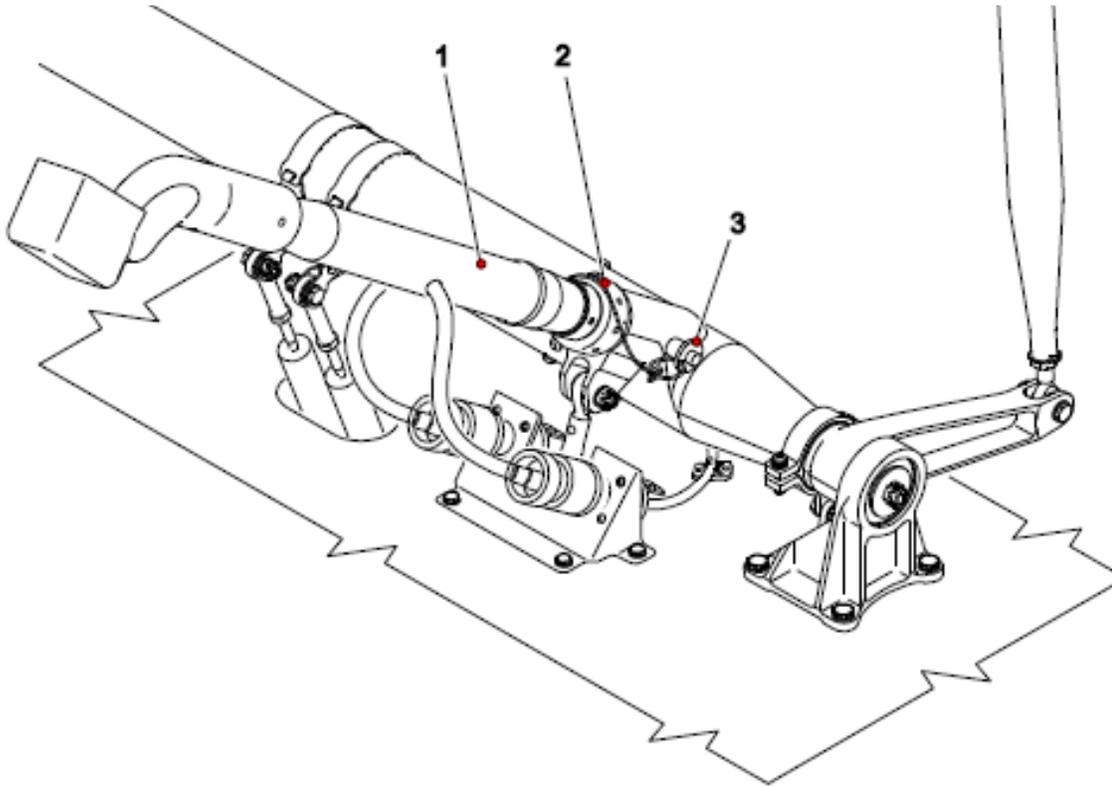


Figure 2 to paragraph (e)(2)

(3) Inspect the pilot cyclic stick installation for proper installation of the bolt (item 3), washer (item 4), self-locking nut (item 7), washer (item 6), and the cotter pin (item 8), as depicted in Figure 3 to paragraph (e)(3) of this EAD. If the pilot cyclic stick is not installed as depicted, before further flight, reinstall the pilot cyclic stick.

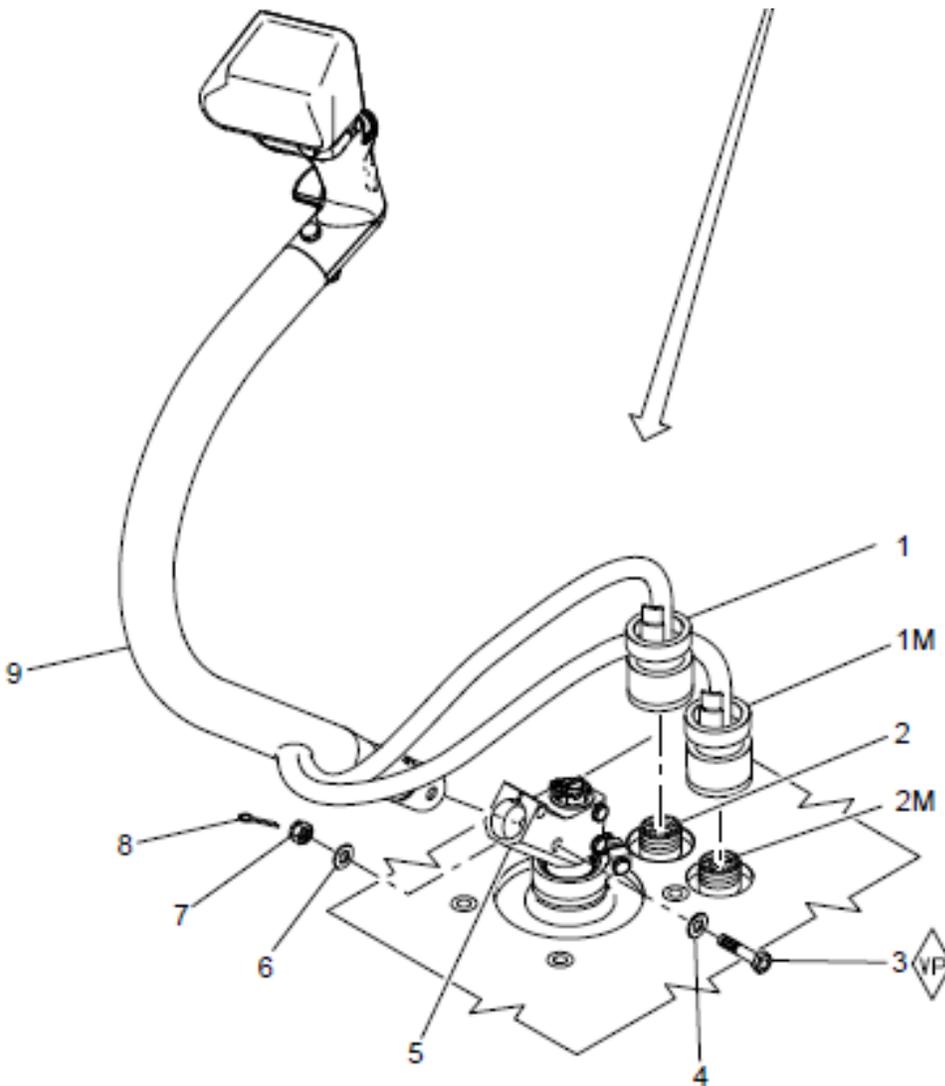


Figure 3 to paragraph (e)(3)

(4) Inspect the co-pilot cyclic stick installation to determine whether the ring nut (item 1) is loose and the quick-release pin (item 5) is installed as depicted in Figure 4 to paragraph (e)(4) of this EAD. If the ring nut is loose or the quick-release pin is not installed as depicted, before further flight, reinstall the co-pilot cyclic stick.

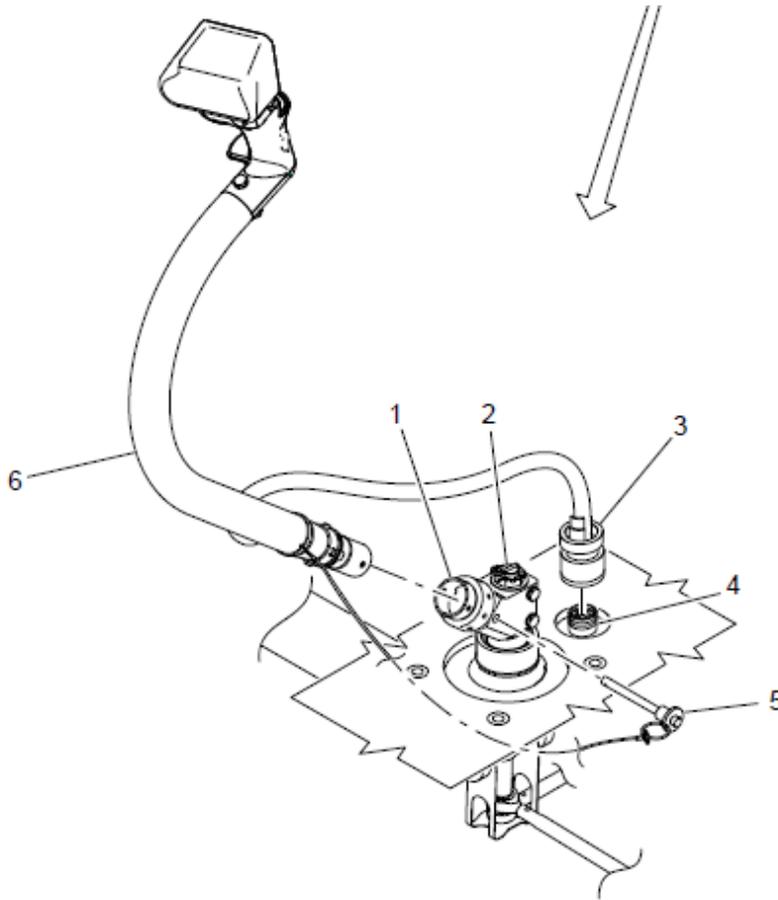


Figure 4 to paragraph (e)(4) of this EAD.

**(f) Special Flight Permit.**

Special flight permits will not be issued.

**(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](mailto: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](mailto:robert.grant@faa.gov).

(2) Agusta Bollettino Tecnico No. 139-308, dated October 16, 2012, which is not incorporated by reference, contains additional information about the subject of this EAD. For a copy of the service information referenced in this EAD, contact: AgustaWestland, Customer Support & Services, Via Per Tornavento 15, 21019 Somma Lombardo (VA) Italy, ATTN: Giovanni Cecchelli; telephone 39-0331-711133; fax 39 0331 711180; or at <http://www.agustawestland.com/technical-bullettins>.

(3) The subject of this EAD is discussed in European Aviation Safety Agency AD No. 2012-0213-E, dated October 16, 2012.

**(i) Subject.**

Joint Aircraft Service Component (JASC) Code: 2700: Flight Controls.

Issued in Fort Worth, Texas, on October 23, 2012.

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