

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

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

BIWEEKLY 2014-22

10/20/2014 - 11/2/2014



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 Doświadczalno-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

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

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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



2014-15-02 R1 Fibreglas-Technik Rudolf Lindner GmbH & Co. KG (type certificates formerly held by GROB-WERKE GMBH & CO KG and BURKHART GROB LUFT-UND RAUMFAHRT GmbH & CO KG): Amendment 39-18001; Docket No. FAA-2014-0292; Directorate Identifier 2014-CE-011-AD.

(a) Effective Date

This AD is effective October 24, 2014.

(b) Affected ADs

This AD revises AD 2014-15-02 (79 FR 42658, July 23, 2014) Amendment 39-17904.

(c) Applicability

This AD applies to the following model and serial number Fibreglas-Technik Rudolf Lindner GmbH & Co. KG (type certificates formerly held by GROB-WERKE GMBH & CO KG and BURKHART GROB LUFT-UND RAUMFAHRT GmbH & CO KG) gliders, certificated in any category.

- (1) G102 STANDARD ASTIR III, S/N 5501 through 5652 (Suffix "S").
- (2) G102 CLUB ASTIR III, S/N 5501 through 5652 (Suffix "C").
- (3) G102 CLUB ASTIR IIIb, S/N 5501 through 5652 (Suffix "Cb").
- (4) G103 TWIN II, S/N 3730 through 34078.
- (5) G103A TWIN II ACRO, S/N 3730 through 34078 (Suffix "K").
- (6) G103C TWIN III ACRO, S/N 34101 through 34203.
- (7) G 103 C Twin III SL, S/N 35002 through 35051.

(d) Subject

Air Transport Association of America (ATA) Code 27: Flight Controls.

(e) Reason

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as plastic control cable pulleys developing cracks due to aging. We are issuing this AD to detect and correct plastic control cable pulleys in the rudder control unit, which could lead to breaking of the pulley and potentially jamming the rudder control unit, possibly resulting in loss of control of the glider.

(f) Actions and Compliance

Comply with this AD within the compliance times specified in paragraphs (f)(1) through (f)(3) of this AD, unless already done.

(1) For all Models G103C TWIN III ACRO and G 103 C Twin III SL gliders: Within 3 months after August 27, 2014 (the effective date retained from AD 2014-15-02, Amendment 39-17904 (79 FR 42658, July 23, 2014)), inspect the rudder control unit for installation of plastic cable pulleys. If plastic cable pulleys are installed, before further flight, replace the plastic cable pulleys with aluminum cable pulleys following the actions and instructions of Fiberglas-Technik Rudolf Lindner GmbH & Co. KG Service Bulletin SB-G05 and Fiberglas-Technik Rudolf Lindner GmbH & Co. KG Instructions A/I-G05, both dated January 17, 2014.

(2) For all Models G102 STANDARD ASTIR III, G102 CLUB ASTIR III, G102 CLUB ASTIR IIIb, G103 TWIN II, and G103A TWIN II ACRO gliders: Within 1 month after August 27, 2014 (the effective date retained from AD 2014-15-02, Amendment 39-17904 (79 FR 42658, July 23, 2014)), inspect the rudder control unit for installation of plastic cable pulleys. If plastic cable pulleys are installed, before further flight, replace the plastic cable pulleys with aluminum cable pulleys following the actions and instructions of Fiberglas-Technik Rudolf Lindner GmbH & Co. KG Service Bulletin SB-G05 and Fiberglas-Technik Rudolf Lindner GmbH & Co. KG Instructions A/I-G05, both dated January 17, 2014.

(3) As of August 27, 2014 (the effective date retained from AD 2014-15-02, Amendment 39-17904 (79 FR 42658, July 23, 2014)), do not install any plastic control cable pulley in the rudder control unit of any glider identified in paragraphs (c)(1) through (c)(7) of this AD.

(g) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Jim Rutherford, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4165; fax: (816) 329-4090; email: jim.rutherford@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

(h) Related Information

Refer to European Aviation Safety Agency (EASA) AD No.: 2014-0067, dated March 18, 2014, for related information. The MCAI can be found in the AD docket on the Internet at: <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0292-0002>.

(i) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on August 27, 2014 (79 FR 42658, July 23, 2014).

(i) Fiberglas-Technik Rudolf Lindner GmbH & Co. KG Service Bulletin SB-G05, dated January 17, 2014.

(ii) Fiberglas-Technik Rudolf Lindner GmbH & Co. KG Instructions A/I-G05, dated January 17, 2014.

(4) For Fiberglas-Technik Rudolf Lindner GmbH & Co. KG service information identified in this AD, contact Fiberglas-Technik Rudolf Lindner GmbH & Co. KG, Steige 3, D-88487 Walpertshofen, Germany; telephone: +49 (0) 7353/22 43; fax: +49 (0) 7353/30 96; email: info@LTB-Lindner.com; Web site: <http://www.ltb-lindner.com/home.104.html>.

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

(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 Kansas City, Missouri, on October 15, 2014.

Derek Morgan,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2014-21-02 Pacific Aerospace Limited: Amendment 39-17994; Docket No. FAA-2014-0532; Directorate Identifier 2014-CE-016-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective November 28, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pacific Aerospace Limited Models FU24-954 and FU24A-954 airplanes, all serial numbers, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 27: Flight Controls.

(e) Reason

This AD was prompted from mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as cracking of the control column at the wiring access hole. We are issuing this AD to detect and correct cracking of the control column at the wiring access hole, which could cause control column failure and subsequent loss of control.

(f) Actions and Compliance

Unless already done, do the following actions in paragraphs (f)(1) through (f)(3) of this AD, following the accomplishment instructions in Pacific Aerospace Limited Mandatory Service Bulletin PACSB/FU/095, Issue 2, dated May 28, 2014.

(1) Within the next 50 hours time-in-service (TIS) after November 28, 2014 (the effective date of this AD), inspect the control column part number (P/N) 08-45031/32 for cracks.

(2) If any mechanical damage, deformation, or cracks are found, before further flight, replace the control column with an airworthy control column P/N 08-45031/32.

(3) If no mechanical damage, deformation, or cracks are found after the inspection required in paragraph (f)(1) of this AD, at the next scheduled maintenance inspection or within the next 150 hours TIS, whichever occurs later, replace the control column with an airworthy P/N 08-45031/32.

(g) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: 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. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

(h) Related Information

Refer to MCAI Civil Aviation Authority (CAA) AD DCA/FU24/183, dated May 29, 2014, for related information. The MCAI can be found in the AD docket on the Internet at: <http://www.regulations.gov/#!documentDetail;D=FAA-2014-0532-0002>.

(i) Material Incorporated by Reference

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

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

(i) Pacific Aerospace Limited Mandatory Service Bulletin PACSB/FU/095, Issue 2, dated May 28, 2014.

(ii) Reserved.

(3) For Pacific Aerospace Limited service information identified in this AD, contact Pacific Aerospace Limited, Airport Road, Hamilton Private Bag 3027 Hamilton 3240, New Zealand; telephone: +64 7 843 6144; fax: +64 7 843 6134; email: pacific@aerospace.co.nz; Internet: <http://www.aerospace.co.nz/>.

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

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

Issued in Kansas City, Missouri, on October 9, 2014.

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



2014-21-03 Airbus Helicopters (Previously Eurocopter France): Amendment 39-17995; Docket No. FAA-2014-0832; Directorate Identifier 2014-SW-044-AD.

(a) Applicability

This AD applies to Airbus Helicopters Model AS332L2 helicopters with a yaw control damper support (support) part number 332A25-1334-00 installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a crack on a support at an attachment point, which could result in failure of the support, separation of the yaw damper unit, blocking of the yaw flight control channel, and reduced control of the helicopter.

(c) Effective Date

This AD becomes effective November 12, 2014.

(d) Compliance

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

(e) Required Actions

For helicopters with 3,900 hours time-in-service (TIS) or more, within 100 hours TIS and thereafter at intervals not exceeding 825 hours TIS, using a light source and a mirror, inspect each support at the four attachment points for a crack. If there is a crack, before further flight, replace the support.

(f) Special Flight Permits

Special flight permits are prohibited.

(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: 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.

(h) Additional Information

(1) Airbus Helicopters Alert Service Bulletin No. AS332-05.00.98, Revision 0, dated March 26, 2014, which is not incorporated by reference, contains additional information about the subject of this AD. For service information identified in this AD, contact Airbus Helicopters, Inc., 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at <http://www.airbushelicopters.com/techpub>. 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. 2014-0080, dated March 27, 2014. You may view the EASA AD on the Internet at <http://www.regulations.gov> in Docket No. FAA-2014-0832.

(i) Subject

Joint Aircraft Service Component (JASC) Code: 6700: Rotorcraft Flight Control.

Issued in Fort Worth, Texas, on October 6, 2014.

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



DATE: October 29, 2014
AD #: 2014-22-51

This emergency airworthiness directive (EAD) 2014-22-51 is being sent to owners and operators of Airbus Helicopters (formerly Eurocopter France) Model EC130T2 helicopters.

Background

This EAD is prompted by several cases of a cracked main gearbox (MGB) oil cooler hopper. The cracks were found on the hopper at the fan attachment points. This EAD requires, before further flight and thereafter at intervals not to exceed 10 hours time-in-service (TIS), visually inspecting the attachment points where the fan attaches to the hopper. If there is a crack, this EAD requires replacing the hopper with an airworthy hopper. These EAD actions are intended to detect a crack in the hopper at a fan attachment point to prevent failure of the fan attachment, interference of the fan with the control rod of the front servo-control or with the flight control bellcrank, and subsequent loss of control of the helicopter.

Discussion

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA EAD No. 2014-0229-E, dated October 20, 2014, to correct an unsafe condition for the Airbus Helicopters Model EC130T2 helicopters. EASA advises of several cases of cracked MGB oil cooler fan attachments to the hopper. The EASA EAD requires repetitive visual inspections of the MGB oil cooler fan attachment to the hopper and, depending on findings, replacement of cracked parts.

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, EASA, its technical representative, has notified us of the unsafe condition described in the EASA EAD. 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 the same type design.

Related Service Information

Airbus Helicopters has issued Emergency Alert Service Bulletin No. 05A020 Revision 0, dated October 20, 2014 (EASB), specifying periodic visual checks for cracks in the engine MGB oil fan hopper. The EASB states that a crack could lead to the total failure of the fan attachment and that this condition, if not detected and corrected, could lead to interference of the fan with the control rod of the front servo-control or with the flight control bellcrank, possibly resulting in reduced control of the helicopter. Also, the EASB states that pending modification, the periodic visual check of the hopper is necessary.

EAD Requirements

This EAD requires, before further flight and thereafter at intervals not to exceed 10 hours TIS, visually inspecting the hopper for a crack at the four attachment points. If there is a crack, this EAD requires replacing the hopper with an airworthy hopper. Replacing the hopper is not terminating action for the repetitive visual inspections required by this EAD.

Differences Between This EAD and the EASA EAD

We do not use the compliance time option of every 7 days.

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

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.

2014-22-51 **Airbus Helicopters (formerly Eurocopter France)**: Directorate Identifier 2014-SW-066-AD.

(a) Applicability

This EAD applies to Model EC130T2 helicopters, certificated in any category.

(b) Unsafe Condition

This EAD defines the unsafe condition as a crack in the main gearbox oil cooler fan hopper. This condition could result in failure of the fan attachment, interference of the fan with the control rod of the front servo-control or with the flight control bellcrank, 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

Before further flight and thereafter at intervals not to exceed 10 hours time-in-service, using a light and a mirror, visually inspect the hopper for a crack at the four fan attachment points. The hopper is depicted as item "a" and the fan as item "b" in Figure 1 of Airbus Helicopters Emergency Alert Service Bulletin No. 05A020, Revision 0, dated October 20, 2014 (EASB). If there is a crack in the hopper, replace the hopper with an airworthy hopper. Examples of a crack are shown in Figure 2 of the EASB. Replacing the hopper does not constitute terminating action for the repetitive visual inspections required by this EAD.

(f) Special Flight Permits

Special flight permits may be issued provided that the fan is removed.

(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this EAD. Send your proposal to: Eric Haight, Aviation Safety Engineer, Regulations and Policy Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email eric.haight@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 additional information, contact Eric Haight, Aviation Safety Engineer, Regulations and Policy Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email eric.haight@faa.gov.

(2) For a copy of the service information referenced in this EAD, contact: Airbus Helicopters, Inc., 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at <http://www.airbushelicopters.com/techpub>.

(3) The subject of this EAD is addressed in European Aviation Safety Agency EAD No. 2014-0229-E, dated October 20, 2014.

(i) Subject

Joint Aircraft Service Component (JASC) Tracking Code: 6322 Main Rotor Drive Rotorcraft Cooling Fan System.

Issued in Fort Worth, Texas, on October 29, 2014.
Kim Smith,
Manager, Rotorcraft Directorate,
Aircraft Certification Service.