

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

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

BIWEEKLY 2013-01

12/31/2012 - 1/13/2013



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

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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

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

Biweekly 2013-01

2012-26-07		Eurocopter France	AS350BA helicopters
2012-26-09		Burkhart GROB Luft-und Raumfahrt GmbH	GROB G 109 and GROB G 109B sailplanes
2012-26-10		Eurocopter France	SA-365N, SA-365N1, AS-365N2, AS 365 N3, EC 155B, EC155B1, SA-366G1, SA-365C, SA-365C1, and SA-365C2 helicopters
2012-26-11		Bell Helicopter Textron Inc	205A, 205A-1, and 205B helicopters
2012-26-12		Thielert Aircraft Engines	TAE 125-02-99 and TAE 125-02-114 reciprocating engines
2012-26-13	S 2011-07-09	Thielert Aircraft Engines GmbH	TAE 125-01, TAE 125-02-99, and TAE 125-02-114 reciprocating engines
2012-26-15		Honeywell International Inc	See AD
2012-27-02		Turbomeca S.A.	ARRIEL 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1 turboshaft engines



2012-26-07 Eurocopter France Helicopters: Amendment 39-17302; Docket No. FAA-2012-0774; Directorate Identifier 2010-SW-057-AD.

(a) Applicability

This AD applies to Model AS350BA helicopters with AERAZUR left-hand emergency flotation gear container assembly (container assembly), part number (P/N) 158170 or 158210-1, or right-hand container assembly, P/N 158171 or 158215-1, installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as failure of the container assembly because of age. This condition could result in damage to the helicopter and injury to the occupants after an emergency water landing.

(c) Effective Date

This AD becomes effective February 11, 2013.

(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) Determine the manufacturing date of each part-numbered container assembly stamped on the cover of the identification plate.

(2) Replace each container assembly with an airworthy container assembly as follows:

(i) For a container assembly with a date of manufacture 12 or more years before the effective date of this AD, replace within 30 days.

(ii) For a container assembly with a date of manufacture 10 or more years and less than 12 years before the effective date of this AD, replace within 60 days.

(iii) For a container assembly with a date of manufacture 9 or more years and less than 10 years before the effective date of this AD, replace before reaching 10 years and 60 days.

(iv) For a container assembly with a date of manufacture less than 9 years before the effective date of this AD, replace before reaching 10 years.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Aviation Safety Group, FAA, may approve AMOCs for this AD. Send your proposal to: Gary Roach, Aviation Safety Engineer, Regulations and Policy Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email gary.b.roach@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 Alert Service Bulletin No. 25.01.02, dated September 24, 2008, 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 Forum Drive, Grand Prairie, TX 75053-4005, telephone (800) 232-0323, fax (972) 641-3710, or at <http://www.eurocopter.com>. 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 (EASA) AD No. 2008-0189, dated October 10, 2008.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 3212 Emergency Flotation Section.

Issued in Fort Worth, Texas, on December 20, 2012.

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



2012-26-09 Burkhart Grob Luft-Und: Amendment 39-17304; Docket No. FAA-2012-1124; Directorate Identifier 2012-CE-041-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective February 13, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Burkhart GROB Luft-und Raumfahrt GmbH Models GROB G 109 and GROB G 109B sailplanes, 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 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 corrosion and/or cracking of the elevator control rod. We are issuing this AD to detect and correct corrosion and/or cracking of the elevator control rod, which could lead to failure of the elevator control rod with consequent loss of control.

(f) Actions and Compliance

Unless already done, do the following actions:

(1) Within the next 25 hours time-in-service (TIS) after February 13, 2013 (the effective date of this AD) or within the next 60 days after February 13, 2013 (the effective date of this AD), whichever occurs first, and repetitively thereafter at intervals not to exceed every 5 years, inspect the elevator control rod in the vertical fin for corrosion or cracking following the accomplishment instructions in Grob Aircraft AG Service Bulletin No. MSB817-64/2, dated September 6, 2012.

(2) For the purposes of this AD, we define slight corrosion as corrosion you can remove with metal wool and that has no visible pitting in the base metal. If you cannot remove the corrosion with metal wool or if there is visible pitting in the base metal, we define it as heavy corrosion.

(3) If any cracks or heavy corrosion are found during any of the inspections required in paragraph (f)(1) of this AD, before further flight, replace the elevator control rod with an airworthy part following the accomplishment instructions in Grob Aircraft AG Service Bulletin No. MSB817-64/2, dated September 6, 2012, for your applicable sailplane model.

(4) If only slight or no corrosion of the elevator control rod is found during any of the inspections required in paragraph (f)(1) of this AD, before further flight, clean the rod surface and apply a

corrosion inhibitor, as applicable, following the accomplishment instructions in Grob Aircraft AG Service Bulletin No. MSB817-64/2, dated September 6, 2012.

Note 1 to paragraph (f) of this AD: Grob Aircraft AG incorporated the repetitive inspections required by this AD into the instructions for continued airworthiness of the aircraft maintenance manual for the applicable sailplanes.

(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.

(3) Reporting Requirements: For any reporting requirement in this AD, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

(h) Related Information

Refer to European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, AD No.: 2012-0181, dated September 7, 2012; and Grob Aircraft AG Service Bulletin No. MSB817-64/2, dated September 6, 2012, for related information.

(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) Grob Aircraft AG Service Bulletin No. MSB817-64/2, dated September 6, 2012.

(ii) Reserved.

(3) For service information identified in this AD, contact Grob Aircraft AG, Lettenbachstrasse 9, D-86874 Tussenhausen-Mattsies, Germany; phone: +49 (0) 8268 998 139; fax: +49 (0) 8268 998 200; email: productsupport@grob-aircraft.com; Internet: www.grob-aircraft.com/62.html.

(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/index.html>.

Issued in Kansas City, Missouri, on December 21, 2012.

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



2012-26-10 Eurocopter France Helicopters: Amendment 39-17305; Docket No. FAA-2012-0632; Directorate Identifier 2011-SW-044-AD.

(a) Applicability

This AD applies to Eurocopter France (Eurocopter) Model SA-365N, SA-365N1, AS-365N2, AS 365 N3, EC 155B, EC155B1, SA-366G1, SA-365C, SA-365C1, and SA-365C2 helicopters, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as corrosion on the main gearbox (MGB) casing lower area between the servo-control anchoring ribs, caused by sealing compound on the lower part of the fitting/casing attachment. This condition could result in a crack, failure of the MGB, and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective February 13, 2013.

(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 30 hours time-in-service, inspect the lower parts of the MGB servo-control anchoring fittings (anchor fittings) for sealing compound, referring to Figure 1 of Eurocopter Emergency Alert Service Bulletin No. 63.00.17 (for Models SA-365N, SA-365N1, AS-365N2 and AS 365 N3); No. 63A011 (for Models EC 155B and EC155B1); No. 65.03 (for Model SA-366G1); and No. 65.47 (for Models SA-365C, SA-365C1, and SA-365C2), Revision 0, dated May 7, 2008 (EASB).

Note 1 to paragraph (e)(1): The Eurocopter EASB is one document with multiple EASB numbers, each applicable to different base model Eurocopter helicopters.

(2) If there is sealing compound on the lower part of an MGB anchor fitting, remove the sealing compound and inspect for corrosion in the lower area of the MGB casing.

(i) If there is corrosion, before further flight, repair the corrosion area.

(ii) If there is no corrosion, apply touch up protective treatment, if required, and renew the bead of any damaged sealing compound in the upper part of the anchor fitting.

(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) 222-4389; 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 Repair Sheet 365-63-36-08, dated April 4, 2008, and Standard Practices Manual (MTC) Work Cards 20.04.04, 20.04.05, and 20.05.01, which are not incorporated by reference, contain additional information regarding the subject of this AD and in particular regarding the procedures for corrosion repair, protective treatment touch-up, and renewing the damaged sealing bead. For service information identified in this AD, contact American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005, telephone (800) 232-0323, fax (972) 641-3710, or at <http://www.eurocopter.com>. 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. 2011-0127, dated July 1, 2011.

(h) Subject

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

(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) Eurocopter Emergency Alert Service Bulletin No. 63.00.17, Revision 0, dated May 7, 2008.
- (ii) Eurocopter Emergency Alert Service Bulletin No. 63A011, Revision 0, dated May 7, 2008.
- (iii) Eurocopter Emergency Alert Service Bulletin No. 65.03, Revision 0, dated May 7, 2008.
- (iv) Eurocopter Emergency Alert Service Bulletin No. 65.47, Revision 0, dated May 7, 2008.

Note 2 to paragraph (i)(2): Eurocopter Emergency Alert Service Bulletin (ASB) Nos. 63.00.17, 63A011, 65.03, and 65.47, all Revision 0, and all dated May 7, 2008 are co-published as one document along with Eurocopter Emergency ASB No. 63.00.12, Revision 0, dated May 7, 2008, which is not incorporated by reference in this AD.

(3) For Eurocopter service information identified in this AD, contact American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005, telephone (800) 232-0323, fax (972) 641-3710, or at <http://www.eurocopter.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 December 20, 2012.

Kim Smith,

Directorate Manager, Rotorcraft Directorate, Aircraft Certification Service.



2012-26-11 Bell Helicopter Textron Inc.: Amendment 39-17306; Docket No. FAA-2012-0601; Directorate Identifier 2008-SW-033-AD.

(a) Applicability

This AD applies to Bell Helicopter Textron Inc. (BHTI) Model 205A, 205A-1, and 205B helicopters with starter/generator power cable assemblies (power cable assemblies), part number (P/N) 205-075-902-017 and P/N 205-075-911-007 installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as the power cable assembly connector (connector) deterioration, which can cause a short in the connector potentially leading to a fire in the starter/generator. A fire would result in smoke in the cockpit, reducing visibility, and risking loss of control of the helicopter.

(c) Effective Date

This AD becomes effective February 13, 2013.

(d) Compliance

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

(e) Required Actions

Within six months, replace the power cable assemblies using the parts contained in starter/generator kit P/N CT205-07-94-1, perform a continuity test, and connect wires to the starter generator as follows:

(1) For Model 205A and 205A-1 helicopters, follow the Accomplishment Instructions, paragraphs 2 through 16(c), of BHTI Alert Service Bulletin No. 205-07-94, Revision A, dated December 8, 2008.

(2) For the Model 205B helicopters, follow the Accomplishment Instructions, paragraphs 2 through 16(c), of BHTI Alert Service Bulletin No. 205B-08-50, dated December 8, 2008.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Andy Shaw, Aviation Safety Engineer, Safety Management Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, TX 76137; telephone (817) 222-5110; email andy.shaw@faa.gov.

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

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

(g) Subject

Joint Aircraft Service Component (JASC) Code: 2497, electrical power system wiring.

(h) 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) Bell Helicopter Textron Inc. Alert Service Bulletin No. 205-07-94, Revision A, dated December 8, 2008.

(ii) Bell Helicopter Textron Inc. Alert Service Bulletin No. 205B-08-50, dated December 8, 2008.

(3) For Bell Helicopter Textron Inc. service information identified in this AD, contact Bell Helicopter Textron, Inc., P.O. Box 482, Fort Worth, TX 76101; telephone (817) 280-3391; fax (817) 280-6466; or at <http://www.bellcustomer.com/files/>.

(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/index.html>.

Issued in Fort Worth, Texas, on December 20, 2012.

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



2012-26-12 Thielert Aircraft Engines GmbH: Amendment 39-17307; Docket No. FAA-2012-0885; Directorate Identifier 2012-NE-18-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective February 13, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Thielert Aircraft Engines (TAE) TAE 125-02-99 and TAE 125-02-114 reciprocating engines.

(d) Reason

This AD was prompted by an in-flight shutdown of an airplane equipped with a TAE 125-02-99 engine. We are issuing this AD to prevent engine in-flight shutdown or power loss, possibly resulting in reduced control of the airplane.

(e) Actions and Compliance

Unless already done, within 110 flight hours after the effective date of this AD, or at the next scheduled maintenance, whichever occurs first, do the following.

(1) Remove the oil filler plug and check for chips blocking the vent hole in accordance with TAE Service Bulletin (SB) TM TAE 125-1015 P1, Initial Issue, dated April 27, 2012.

(2) If chips are found during the inspection in paragraph (e)(1) of this AD, disassemble the gearbox and check the radial shaft sealing rings (at the clutch and the propeller shaft) for leakage. If leakage is noted, replace the gearbox before the next flight.

(f) Installation Prohibition

After the effective date of this AD, do not install a gearbox with a S/N listed in TAE SB TM TAE 125-1015 P1, Initial Issue, dated April 27, 2012, into any engine unless the oil filler plug has passed the inspection required by paragraph (e)(1) of this AD.

(g) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, FAA, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19.

(h) Related Information

(1) For more information about this AD, contact Frederick Zink, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; email: frederick.zink@faa.gov; telephone (781) 238-7779; fax (781) 238-7199.

(2) Refer to MCAI Airworthiness Directive No. 2012-0112, dated June 22, 2012, and TAE SB TM TAE 125-1015 P1, Initial Issue, dated April 27, 2012 for related information.

(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) Thielert Aircraft Engines GmbH (TAE) Service Bulletin TM TAE 125-1015 P1, Initial Issue, dated April 27, 2012.

(ii) Reserved.

(3) For TAE service information identified in this AD, contact Thielert Aircraft Engines GmbH, Platanenstrasse 14 D-09350, Lichtenstein, Germany, telephone: 37204-696-0; fax: 37204-696-2912; email: info@centurion-engines.com.

(4) You may view this service information at FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

(5) You may view this service information 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 Burlington, Massachusetts, on December 27, 2012.

Colleen M. D'Alessandro,

Assistant Manager, Engine & Propeller Directorate, Aircraft Certification Service.



2012-26-13 Thielert Aircraft Engines GmbH: Amendment 39-17308; Docket No. FAA-2010-0820; Directorate Identifier 2010-NE-31-AD.

(a) Effective Date

This airworthiness directive (AD) is effective February 13, 2013.

(b) Affected ADs

This AD supersedes AD 2011-07-09, Amendment 39-16646 (76 FR 17757, March 31, 2011).

(c) Applicability

This AD applies to Thielert Aircraft Engines GmbH models TAE 125-01, TAE 125-02-99, and TAE 125-02-114 reciprocating engines installed in, but not limited to, Cessna 172 and (Reims-built) F172 series (European Aviation Safety Agency (EASA) Supplemental Type Certificate (STC) No. EASA.A.S.01527); Piper PA-28 series (EASA STC No. EASA.A.S. 01632); APEX (Robin) DR 400 series (EASA STC No. A.S.01380); and Diamond Aircraft Industries Models DA 40, DA 42, and DA 42M NG airplanes.

(d) Unsafe Condition

This AD was prompted by reports of possible power loss on airplanes equipped with TAE 125 engines. We are issuing this AD to prevent engine power loss or in-flight shutdown, resulting in reduced control of or damage to the airplane.

(e) Compliance

Unless already done, do the following. Within 55 flight hours or within 3 months of the effective date of the AD, or during the next scheduled maintenance, whichever occurs first, remove all full-authority digital electronic control (FADEC) software prior to versions 292, 301, and 302. Tables 1, 2, and 3 to paragraph (e) provide the software mapping and respective part numbers for software versions 292, 301, and 302, installed on the TAE 125-01, TAE 125-02-99, and TAE-125-02-114 engines, respectively.

Table 1 to Paragraph (e) for TAE 125-01 Engines

Software mapping	Part No.
T14V292CES	20-7610-55104R9.
T28V292CES	20-7610-55105R7.
T14V292PIP	40-7610-55106R9.
T28V292PIP	40-7610-55107R7.
T14V292APEX	60-7610-55106R9.

T14V292DIA	50-7610-55105R9.
R28V292DIA	50-7610-55107R5.

Table 2 to Paragraph (e) for TAE 125-02-99 Engines

Software mapping	Part No.
O14V301CES	20-7610-E000110.
O28V301CES	20-7610-E001110.
O14V301PIP	40-7610-E000110.
O28V301PIP	40-7610-E001110.
O14V301APEX	60-7610-E000110.
O14V301DA40	50-7610-E000110.
O28V301DA42	52-7610-E000505.

Table 3 to Paragraph (e) for TAE 125-02-114 Engines

Software mapping	Part No.
P14V302CES	20-7610-E002007.
P28V302CES	20-7610-E003007.
P28V302PIP	40-7610-E003007.
P14V302APEX	60-7610-E002007.
P14V302DA40	50-7610-E002007.

(f) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, FAA, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request.

(g) Related Information

(1) For more information about this AD, contact Robert Green, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; email: robert.green@faa.gov; phone: 781-238-7754; fax: 781-238 7199.

(2) Refer to MCAI European Aviation Safety Agency Airworthiness Directive No. 2012-0116, dated July 3, 2012, and Thielert Aircraft Engines Service Bulletin TM TAE 000-0007, Revision 19, dated August 31, 2012, for related information.

(3) For service information identified in this AD, contact Thielert Aircraft Engines GmbH, Platanenstrasse 14 D-09350, Lichtenstein, Germany, phone: 37204-696-0; fax: 37204-696-55; email: info@centurion-engines.com. You may view this service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

(h) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on December 27, 2012.
Colleen M. D'Alessandro,
Assistant Manager, Engine & Propeller Directorate, Aircraft Certification Service.



2012-26-15 Honeywell International Inc.: Amendment 39-17310; Docket No. FAA-2012-1315; Directorate Identifier 2012-NM-191-AD.

(a) Effective Date

This AD is effective January 24, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to air data pressure transducers, as installed in air data computers (ADC), air data modules (ADM), air data attitude heading reference systems (ADAHRS), and digital air data computers (DADC) having the part numbers and serial numbers identified in Honeywell Alert Service Bulletin ADM/ADC/ADAHRS-34-A01, dated November 6, 2012. This appliance is installed on, but not limited to, the aircraft specified in paragraphs (c)(1) through (c)(11) of this AD.

(1) Airbus Model A318-111, -112, -121, and -122 airplanes; Model A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; Model A320-111, -211, -212, -214, -231, -232, and -233 airplanes; Model A321-111, -112, -131, -211, -212, -213, -231, and -232 airplanes; Model A330-223F, -243F, -201, -202, -203, -223, -243, -301, -302, -303, -321, -322, -323, -341, -342, and -343 airplanes; and Model A340-211, -212, -213, -311, -312, -313, -541, and -642 airplanes.

(2) AGUSTA S.p.A. Model AW139 helicopters.

(3) Bell Helicopter Textron Canada Limited Model 429 helicopters.

(4) The Boeing Company Model 767-200, -300, -300F, and -400ER series airplanes; and Model 777-200, -200LR, -300, -300ER, and 777F series airplanes.

(5) Cessna Aircraft Company Model 560XL (560 Excel and 560 XLS) airplanes.

(6) Dassault Aviation Model Mystere-Falcon 900 airplanes and Model FALCON 2000 airplanes.

(7) Empresa Brasileira de Aeronautica S.A. (Embraer) Model EMB-135BJ airplanes.

(8) Gulfstream Aerospace Corporation Model GIV-X and GV-SP airplanes.

(9) Learjet Inc. Model 45 airplanes.

(10) Pilatus Aircraft LTD. Model PC-12/47E airplanes.

(11) Viking Air Limited (Type Certificate previously held by Bombardier Inc.; de Havilland, Inc.) Model (Twin Otter) DHC-6-400 airplanes.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 34, Navigation.

(e) Unsafe Condition

This AD was prompted by a report of a pressure measurement error in the pressure transducer used in various air data systems, which translates into air data parameter errors. We are issuing this

AD to detect and correct inaccuracies of the pressure sensors, which could result in altitude, computed airspeed, true airspeed, and Mach computation errors. These errors could reduce the ability of the flightcrew to maintain the safe flight of the aircraft and could result in consequent loss of control of the aircraft.

(f) Compliance

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

(g) Actions

Within 30 days after the effective date of this AD: Do the actions in either paragraph (g)(1) or (g)(2) of this AD, except as provided by paragraphs (h) and (i) of this AD.

(1) Remove the affected equipment (i.e., ADC, ADM, ADAHRS, and DADC), as identified in paragraph (c) of this AD, and return the equipment to Honeywell at the applicable address specified in table 1 to paragraphs (g)(1), (g)(2), (h)(1), (h)(2)(i), (i)(1)(i), and (i)(2) of this AD. Before continued operations, the operator must ensure that all of the required equipment is properly installed in the aircraft.

Table 1 to Paragraphs (g)(1), (g)(2), (h)(1), (h)(2)(i), (i)(1)(i), and (i)(2) of This AD—Addresses for Returned Parts

For part numbers identified in—	Return parts to—
Tables 12 and 13 of Honeywell Service Bulletin ADM/ADC/ADAHRS-34-A01, dated November 6, 2012.	Honeywell Aerospace, 23500 West 105th Street, Olathe, KS 66061.
Tables 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, and 14 of Honeywell Service Bulletin ADM/ADC/ADAHRS-34-A01, dated November 6, 2012.	Honeywell Aerospace, 1850 West Rose Garden Lane, Phoenix, AZ 85027.

(2) Do a pitot-static certification test, and repeat the test thereafter at intervals not to exceed 30 days, in accordance with paragraph 1.C.(4)(a)3 of Honeywell Alert Service Bulletin ADM/ADC/ADAHRS-34-A01, dated November 6, 2012. If any pitot-static certification test fails, remove the affected equipment (i.e., ADC, ADM, ADAHRS, or DADC) and return the equipment to Honeywell at the applicable address specified in table 1 to paragraphs (g)(1), (g)(2), (h)(1), (h)(2)(i), (i)(1)(i), and (i)(2) of this AD. Before continued operations, the operator must ensure that all of the required equipment is properly installed in the aircraft.

(h) Optional Actions for Certain The Boeing Company Airplanes, Gulfstream Aerospace Corporation Airplanes, and PILATUS AIRCRAFT LTD., Airplanes

For The Boeing Company Model 777-200, -200LR, -300, -300ER, and 777F series airplanes; Gulfstream Aerospace Corporation Model GIV-X and GV-SP airplanes; and PILATUS AIRCRAFT LTD., Model PC-12/47E airplanes: In lieu of doing the actions required by paragraph (g) of this AD, within 30 days after the effective date of this AD, do an indicated altitude test, in accordance with the Accomplishment Instructions of Honeywell Alert Service Bulletin ADM/ADC/ADAHRS-34-A01, dated November 6, 2012.

(1) If the indicated altitude exceeds 75 feet (23 meters) from the current aircraft elevation, before further flight, remove the affected equipment (i.e., ADC, ADM, ADAHRS, or DADC) and return the equipment to Honeywell at the applicable address specified in table 1 to paragraphs (g)(1), (g)(2),

(h)(1), (h)(2)(i), (i)(1)(i), and (i)(2) of this AD. Before continued operations, the operator must ensure that all of the required equipment is properly installed in the aircraft.

(2) If the indicated altitude is equal to or less than 75 feet (23 meters) of the aircraft elevation, before further flight, do a pressure sensor test, in accordance with the Accomplishment Instructions of Honeywell Alert Service Bulletin ADM/ADC/ADAHRS-34-A01, dated November 6, 2012.

(i) If the pressure error is greater than 0.70 millibar (mB), before further flight, remove the affected equipment (i.e., ADC, ADM, ADAHRS, or DADC) and return the equipment to Honeywell at the applicable address specified in table 1 to paragraphs (g)(1), (g)(2), (h)(1), (h)(2)(i), (i)(1)(i), and (i)(2) of this AD. Before continued operations, the operator must ensure that all of the required equipment is properly installed in the aircraft.

(ii) If the pressure error is greater than 0.50 mB, but less than or equal to 0.70 mB, repeat the test within 30 days after the most recent test.

(iii) If the pressure error is greater than or equal to 0.25 mB, but less than or equal to 0.50 mB, repeat the test within 120 days after the most recent test.

(i) Optional Actions for Certain Airbus Airplanes

For Airbus Model A318, A319, A320, and A321 airplanes having a manufacturer serial number (MSN) and an ADM identified in Appendix A of Airbus Alert Operators Transmission (AOT) A34N001-12, including Appendices A and B, dated November 15, 2012, for Airbus Model A318/A319/A320/A321 series airplanes; and for Airbus Model A330 series airplanes having an MSN and ADM identified in Appendix A of Airbus AOT A34N001-12, including Appendices A and B, dated November 15, 2012, for Airbus Model A330 series airplanes: In lieu of doing the actions required by paragraph (g) of this AD, within 30 days after the effective date of this AD, do the actions specified in paragraph (i)(1) or (i)(2) of this AD.

(1) Do an ADM check to determine the raw pressure data values from integrated standby instrument system (ISIS) and the affected ADMs, in accordance with Appendix B, "Air Data Module Check Procedure and Reporting Table," of Airbus AOT A34N001-12, including Appendices A and B, dated November 15, 2012, for Airbus Model A318/A319/A320/A321 series airplanes; or Airbus AOT A34N001-12, including Appendices A and B, dated November 15, 2012, for Airbus Model A330 series airplanes. These checks must be performed by authorized maintenance personnel.

(i) If "P-ISIS-P-ADM" is greater than 22, before further flight, remove the affected ADM and return the ADM to Honeywell at the applicable address specified in table 1 to paragraphs (g)(1), (g)(2), (h)(1), (h)(2)(i), (i)(1)(i), and (i)(2) of this AD. Before continued operations, the operator must ensure that all of the required equipment is properly installed in the aircraft.

(ii) If "P-ISIS-P-ADM" is greater than or equal to 16, but equal to or less than 22, within 30 days after the most recent check, do the ADM check specified in paragraph (i)(1) of this AD.

(iii) If "P-ISIS-P-ADM" is less than 16, within 120 days after the most recent check, do the ADM check specified in paragraph (i)(1) of this AD.

(2) Perform a functional test of the ADM accuracy, in accordance with Airbus AOT A34N001-12, including Appendices A and B, dated November 15, 2012, for Airbus Model A318/A319/A320/A321 series airplanes; or Airbus AOT A34N001-12, including Appendices A and B, dated November 15, 2012, for Airbus Model A330 series airplanes. Repeat the test thereafter at intervals not to exceed 30 days. If any test fails, before further flight, remove the affected ADM and return the ADM to Honeywell at the applicable address specified in table 1 to paragraphs (g)(1), (g)(2), (h)(1), (h)(2)(i), (i)(1)(i), and (i)(2) of this AD. Before continued operations, the operator must ensure that all of the required equipment is properly installed in the aircraft.

(j) Reporting

(1) For any airplane on which any test specified in paragraph (h) of this AD has been done: At the applicable time specified in paragraph (j)(1)(i) or (j)(1)(ii) of this AD, submit a report of the

findings (both pass and fail) of the test specified in paragraph (h) of this AD to Honeywell by email AeroTechSupport@honeywell.com or fax 602-365-1871. The report must include the information specified in Appendix A of Honeywell Alert Service Bulletin ADM/ADC/ADAHRS-34-A01, dated November 6, 2012.

(i) If the test was done on or after the effective date of this AD: Submit the report within 15 days after the test.

(ii) If the test was done before the effective date of this AD: Submit the report within 15 days after the effective date of this AD.

(2) For any airplane on which any test specified in paragraph (h) of this AD, or any check specified in paragraph (i)(1) of this AD, has been done: At the applicable time specified in paragraph (j)(2)(i) or (j)(2)(ii) of this AD, submit a report of the findings (both pass and fail) of the test specified in paragraph (h) of this AD; or the check specified in paragraph (i)(1) of this AD; as applicable; to the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, 3960 Paramount Boulevard, Lakewood, CA 90712-4137.

(i) If the test or check was done on or after the effective date of this AD: Submit the report within 15 days after the test or check.

(ii) If the test or check was done before the effective date of this AD: Submit the report within 15 days after the effective date of this AD.

(3) For Airbus Model A318, A319, A320, A321, A330-200 Freighter, A330-200, and A330-300 series airplanes: At the applicable time specified in paragraph (j)(3)(i) or (j)(3)(ii) of this AD, submit a report of the findings (both pass and fail) of the check required by paragraph (i)(1) of this AD to Honeywell by email AeroTechSupport@honeywell.com or fax 602-365-1871. The report must include the information specified in the reporting sheet in Appendix B, "Air Data Module Check Procedure and Reporting Table," of Airbus AOT A34N001-12, including Appendices A and B, dated November 15, 2012, for Airbus Model A318/A319/A320/A321 series airplanes; or Airbus AOT A34N001-12, including Appendices A and B, dated November 15, 2012, for Airbus Model A330 series airplanes.

(i) If the check was done on or after the effective date of this AD: Submit the report within 15 days after the check.

(ii) If the check was done before the effective date of this AD: Submit the report within 15 days after the effective date of this AD.

(k) Parts Installation Limitation

As of the effective date of this AD, no person may install air data pressure transducers in air data computers, air data modules, air data attitude heading reference systems, and digital air data computers, having the part numbers and serial numbers identified in Honeywell Alert Service Bulletin ADM/ADC/ADAHRS-34-A01, dated November 6, 2012, on any aircraft.

(l) Paperwork Reduction Act Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

(m) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Los Angeles 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.

(n) Related Information

For more information about this AD, contact Blake Higuchi, Aerospace Engineer, Systems and Equipment Branch, ANM-130L, FAA, Los Angeles ACO, 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: 562-627-5315; fax: 562-627-5210; email: blake.higuchi@faa.gov.

(o) 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) Honeywell Alert Service Bulletin ADM/ADC/ADAHRS-34-A01, dated November 6, 2012.

(ii) Airbus Alert Operators Transmission (AOT) A34N001-12, including Appendices A and B, dated November 15, 2012, for Airbus Model A318/A319/A320/A321 series airplanes.

(iii) Airbus AOT A34N001-12, including Appendices A and B, dated November 15, 2012, for Airbus Model A330 series airplanes.

(3) For Honeywell service information identified in this AD, contact Honeywell Aerospace, Technical Publications and Distribution, M/S 2101-201, P.O. Box 52170, Phoenix, AZ 85072-2170; telephone 602-365-5535; fax 602-365-5577; Internet <http://www.honeywell.com>. For Airbus service information identified in this AD for Model A330 series airplanes, contact Airbus SAS—Airworthiness Office—EAL, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 45 80; email airworthiness.A330-A340@airbus.com; Internet <http://www.airbus.com>. For Airbus service information identified in this AD for Model A318, A319, A320, and A321 series airplanes, contact Airbus, Airworthiness Office—EAS, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email account.airworth-eas@airbus.com; Internet <http://www.airbus.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 December 21, 2012.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.



2012-27-02 Turbomeca S.A.: Amendment 39-17314; Docket No. FAA-2012-0901; Directorate Identifier 2012-NE-19-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective February 14, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Turbomeca S.A. ARRIEL 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1 turboshaft engines.

(d) Reason

This AD was prompted by several reports of uncommanded in-flight shutdown on Arriel 1 engines. We are issuing this AD to prevent an uncommanded in-flight shutdown of the engine, which could result in an emergency landing.

(e) Actions and Compliance

Unless already done, from the effective date of this AD, do the following. After any Level 3 maintenance action on the gas generator (GG) rotating assembly and before returning the engine to service, accomplish a high GG speed (NG) rating vibration check.

(f) Definition

Level 3 maintenance on the GG rotating assembly is when the Module 03 is removed from the helicopter for implementation of deep maintenance operation to be performed in accordance with the applicable maintenance instructions.

(g) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, FAA, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request.

(h) Related Information

(1) For more information about this AD, contact Frederick Zink, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; email: frederick.zink@faa.gov; phone: 781-238-7779; fax: 781-238-7199.

(2) Refer to Mandatory Continuing Airworthiness Information AD 2012-0117, dated July 3, 2012, for related information.

Issued in Burlington, Massachusetts, on December 31, 2012.

Kevin Dickert,
Acting Manager, Engine & Propeller Directorate, Aircraft Certification Service.