FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

SMALL AIRPLANES, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2012-25

12/3/2012 - 12/16/2012

Federal Aviation Administration
Engineering Procedures Office, AIR-110
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AD No.	Information	Manufacturer	Applicability
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 1S1 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
2012-06-16		Pilatus Aircraft	PC-6, PC-6-Hl, PC-6-H2, PC-6/350, PC-6/350-Hl, PC-6/350-H2, PC-6/A, PC-6/A-Hl, PC-6/A-H2, PC-6/B-H2, PC-6/Bl-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/Cl-H2
2012-07-01		Agusta S.p.A.	Rotorcraft: AB412
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		Sikorsky	S-92A helicopters
2012-07-09	S 2009-14-11	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
Biweekly 2012-10			
2012-10-02		Hawker Beechcraft	58, G58
2012-10-51	E	Eurocopter Dutschland 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 Dutschland 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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			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
Biweekly 2012-14			
2012-13-04		Embraer	EMB-505
2012-14-06		Rolls-Royce Corporation	250-C20, -C20B, and -C20R/2 turboshaft engines
Biweekly 2012-15			
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[2]
2012-15-04		Eurocopter France	EC155B1 helicopters
Biweekly 2012-16			
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
Biweekly 2012-17			
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
Biweekly 2012-18			
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
Biweekly 2012-19			
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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Information Key: E - Emergency; COR - Correction; S - Supersedes			
2012-18-08		Eurocopter France	SA330F, SA330G, SA330J, AS332C, AS332L, AS332L1, and AS332L2 helicopters
2012-18-09		Bell Helicopter Textron Canada	407 helicopters
2012-18-10		GA200 (Pty) Ltd	GA200 and GA200C airplanes
2012-18-18		Turbomeca	Arriel 2B, 2B1, 2S2, and 2C2 turboshaft engines
2012-19-01		Lycoming Engines	(L)O-360, (L)IO-360, AEIO-360, IO-390, AEIO-390, O-540, IO-540, AEIO-540, (L)TIO-540, IO-580, AEIO-580, and IO-720 series reciprocating engines
Biweekly 2012-20			
2012-19-09		Eurocopter France	EC 155B, EC155B1, SA-365N1, AS-365N2 and AS 365 N3 helicopters
2012-20-02		Alpha Aviation Concept Limited	R2160
Biweekly 2012-21			
2000-07-11 R1		Piaggio Aero Industries S.p.A.	P-180
2012-21-51	E	Eurocopter France	AS350B3 helicopters
Biweekly 2012-22			
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
Biweekly 2012-23			
2003-17-03 R1	R 2003-17-03	Piaggio Aero Industries S.p.A.	P-180
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
2012-16-13		BRP-Powertrain GmbH & Co KG	Rotax 912 F2; 912 F3; 912 F4; 912 S2; 912 S3; and 912 S4 reciprocating engines
2012-22-06		Aeronautical Accessories, Inc.	Appliance: See Ad
2012-22-09		Sikorsky Aircraft Corporation	S-92A helicopters
2012-22-11		Bell Helicopter Textron	412, 412EP AND 412CF helicopters
2012-22-13		Sikorsky Aircraft Corporation	S-76C helicopters
2012-22-14		Sikorsky Aircraft Corporation	S-70, S-70A, S-70C, S-70C(M), and S-70C(M1) helicopters
Biweekly 2012-24			
2012-10-53		Eurocopter Deutschland GMBH	EC135 P1, EC135 P2, EC135 P2+, EC135 T1, EC135 T2, and EC135 T2+ helicopters
2012-22-01		Cessna	172R and 172S
2012-23-01		Cessna	402C and 414A
2012-23-03		Eurocopter France	SA.315B Alouette III, SE.3160 Alouette III, SA.316B Alouette III, SA.316C Alouette III, SA.319B Alouette III, SA 3180-ALOUETTE ASTAZOU, SA 318B-ALOUETTE ASTAZOU, and SA 318 C-ALOUETTE ASTAZOU helicopters
2012-23-05		Eurocopter Deutschland GMBH	MBB-BK117 C-2 helicopters
2012-23-13		Sikorsky	S-70, S-70A, and S-70C helicopters
Biweekly 2012-25			
2012-21-52		Agusta	AW139 helicopters
2012-23-02		Agusta	A109E and 109S helicopters
2012-23-07		Eurocopter Deutschland GmbH	EC135 helicopters
2012-23-11		Erickson Air-Crane Incorporated	S-64F helicopters
2012-23-12	S 2009-03-04	Turbomeca S.A.	Arriel 1E2, 1S, and 1S1 turboshaft engines
2012-24-02		Stemme GmbH & Co. KG	S10, S10-V, and S10-VT powered sailplanes
2012-24-03	S 2003-12-14	Turbomeca S.A.	Arriel 1A, 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1 turboshaft engines
2012-24-04		GA 8 Airvan (Pty) Ltd	GA8 and GA8-TC320
2012-24-09		Lycoming Engines and Continental Motors, Inc.	TIO-540-AK1A, TSIO-360-MB, TSIO-360-SB, and TSIO-360-RB reciprocating engines

2012-21-52 Agusta S.P.A. Helicopters (Type Certificate Currently Held By AgustaWestland S.P.A.) (Agusta): Amendment 39-17281; Docket No. FAA-2012-1135; Directorate Identifier 2012-SW-097-AD.

(a) Applicability

This AD 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 AD 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 AD becomes effective December 26, 2012 to all persons except those persons to whom it was made immediately effective by Emergency AD 2012-21-52, issued on October 23, 2012, which contained the requirements of this AD.

(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 5 hours time-in-service (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) of this AD. If the self-locking nuts are not secured with cotter pins, before further flight, reinstall the pilot collective stick.

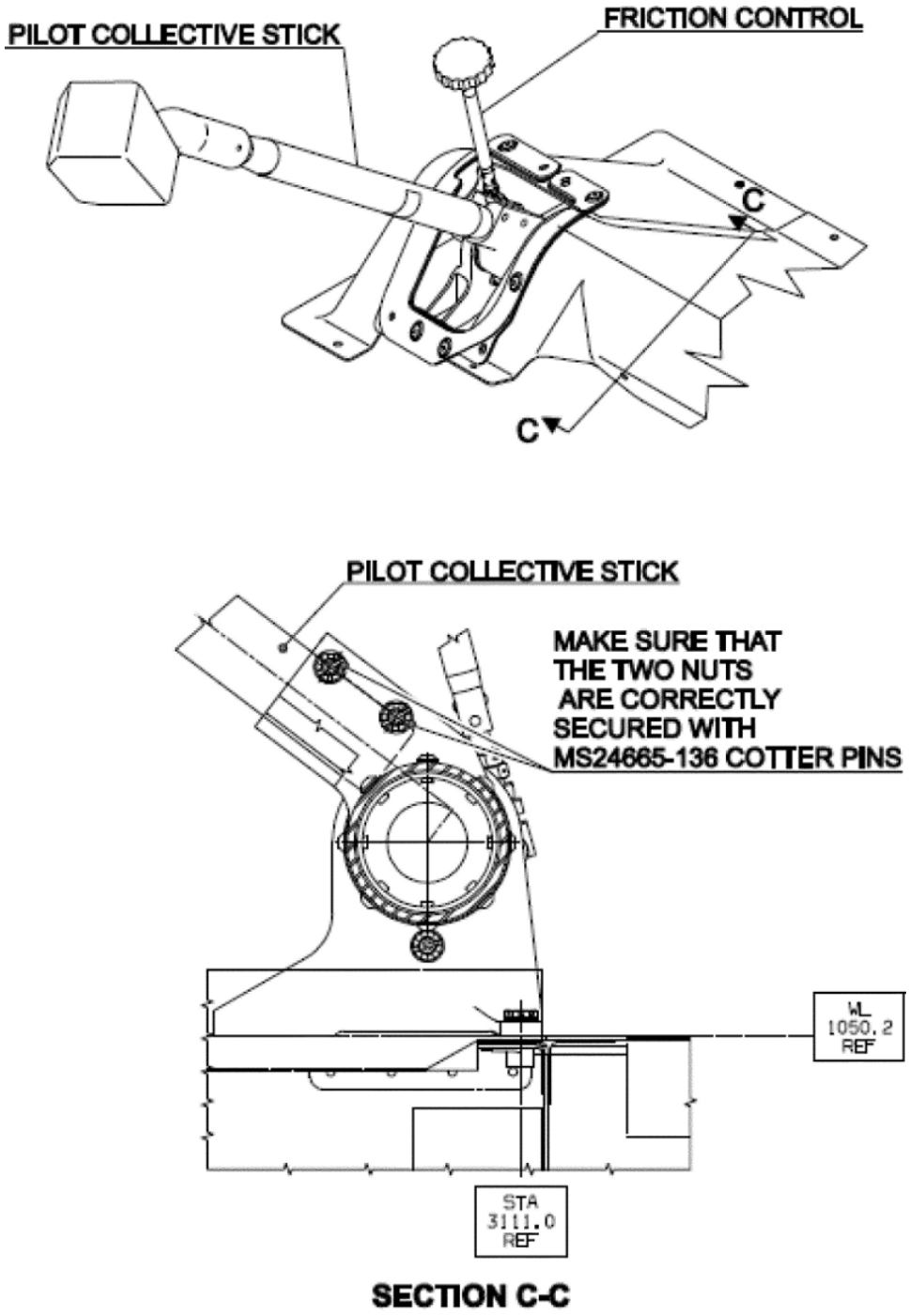

Figure 1 to paragraph (e)

(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) of this AD. If the ring nut is loose or the quick-release pin is not installed, before further flight, reinstall the co-pilot collective stick.

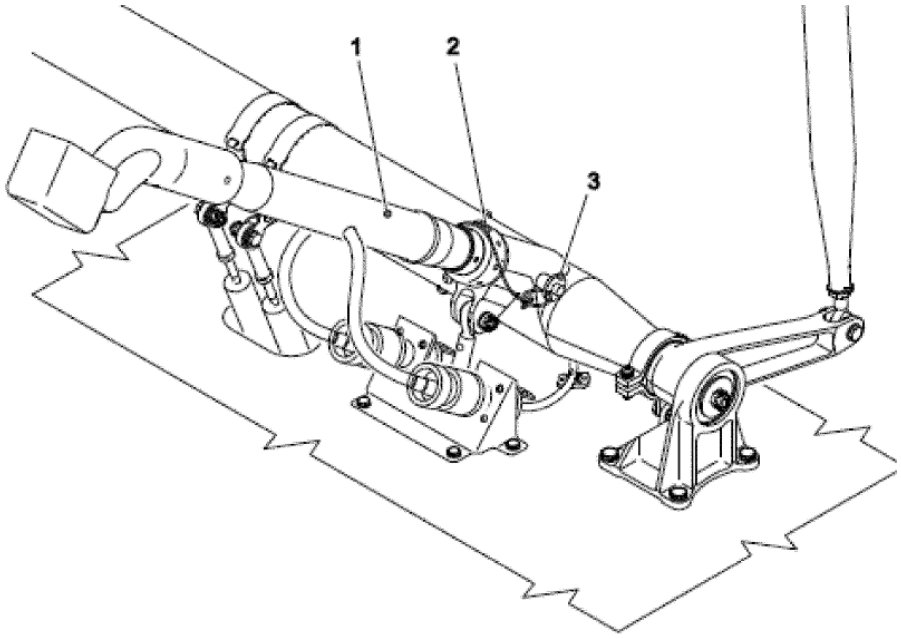

Figure 2 to paragraph (e)

(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) of this AD. If the pilot cyclic stick is not installed as depicted, before further flight, reinstall the pilot cyclic stick.

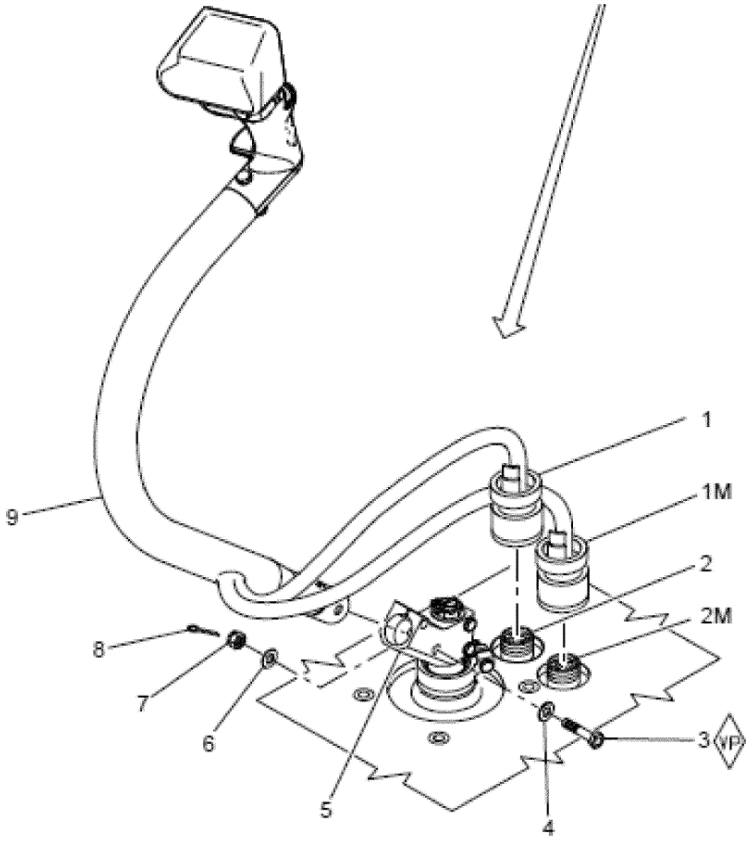

Figure 3 to paragraph (e)

(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) of this AD. 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.

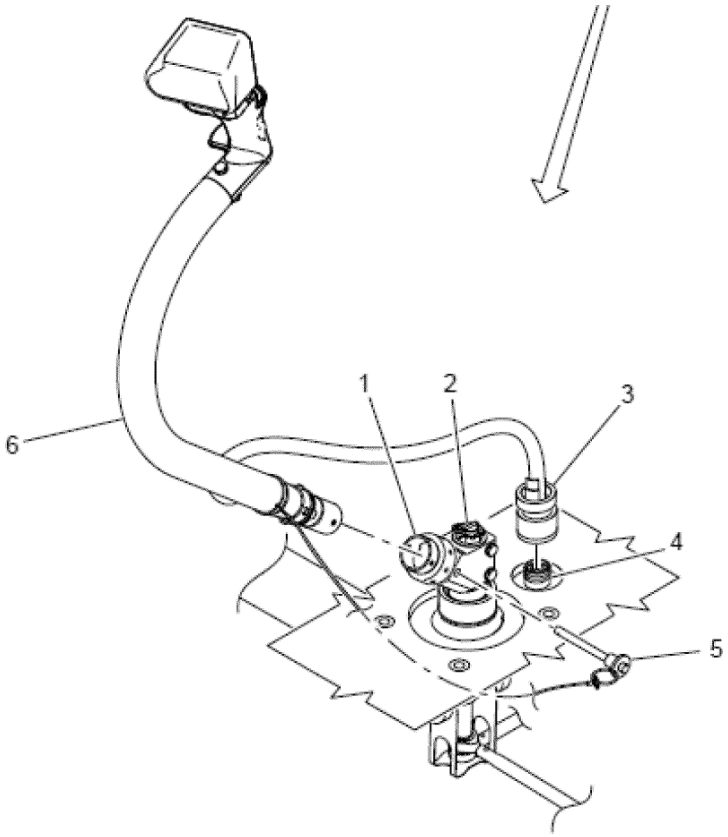

Figure 4 to paragraph (e)

(f) Special Flight Permits

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 AD. Send your proposal to: Robert Grant, Aviation Safety Engineer, Safety Management Group, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone 817-222-5328; email robert.grant@faa.gov.

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

(h) Additional Information

(1) Agusta Bollettino Tecnico No. 139-308, dated October 16, 2012, which is not incorporated by reference, contains additional information about the subject of this AD. For a copy of the service information referenced in this AD, 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-bulletins. You may

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

(2) The subject of this AD is 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 December 3, 2012.
Kim Smith,
Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.

2012-23-02 Agusta S.p.A.: Amendment 39-17258; Docket No. FAA-2012-0501; Directorate Identifier 2009-SW-083-AD.

(a) Applicability

This AD applies to Model A109E helicopters, up to and including serial number (S/N) 11694, except 11633 and 11634; and Model A109S helicopters, up to and including S/N 22034, except S/N 22026 and 22033; with lower semichannel assemblies, part number (P/N) 109-0641-10-213 or 109-0642-01-171, installed; certificated in any category.

Note to paragraph (a) of this AD: The lower semichannel assemblies are sub-components of the forward firewall assembly.

(b) Unsafe Condition

This AD defines the unsafe condition as missing spacer rivets, which could allow the metallic spacers to rotate and lead to damage and failure of the main drive shaft, and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective January 16, 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

Within 50 hours time-in-service:

(1) Inspect the left-side and right-side lower semichannel assemblies by referring to Figures 1 and 2, and in accordance with Paragraph 3. of the Compliance Instructions in the Agusta Bollettino Tecnico (BT) No. 109EP-79 for the Model A109E helicopter, or BT No. 109S-15 for the Model A109S helicopter, both dated July 12, 2007, to determine if metallic spacers, P/N 109-0642-01-195, are installed. If metallic spacers are not installed, no further actions are required.

(2) For each semichannel assembly with a metallic spacer, remove the semichannel assembly from the helicopter firewall and note whether it is the left-side or right-side semichannel assembly.

(3) Inspect each removed semichannel assembly and determine whether there is a fixing rivet, P/N MS20427M3-5, MS20426T3-5, or A298A04TW02, installed that holds the spacer to the lower semichannel assembly and whether the gasket is properly seated.

(4) For each semichannel assembly without a fixing rivet on each side of the lower semichannel assembly or those where the gasket is improperly seated, separate the lower semichannel from the upper semichannel, noting the orientation of each spacer and gasket. Modify the lower semichannel assembly by installing a fixing rivet on each side of the lower semichannel assembly, and reattaching the lower and upper semichannel assemblies in accordance with paragraphs 4.2 through 4.7 of the

appropriate BT for your model helicopter. Paragraph 4.2 of the BT states "remove the fixing rivets"; this AD changes that provision to "remove the screws, P/N MS27039-08-05."

(5) Inspect each main drive shaft for a nick, a scratch, or other damage in the semichannel area. If a nick, a scratch, or other damage is found that exceeds those allowable damage tolerances in the maintenance manual, replace the main drive shaft with an airworthy main drive shaft.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Jim Grigg, Manager, Safety Management Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email jim.grigg@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

The subject of this AD is addressed in the European Aviation Safety Agency Emergency AD No. 2007-0192-E, dated July 13, 2007

(h) Subject

Joint Aircraft Service Component (JASC) Code: 7100, powerplant system.

(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) Agusta Bollettino Tecnico No. 109EP-79, dated July 12, 2007.

(ii) Agusta Bollettino Tecnico No. 109S-15, dated July 12, 2007.

(3) For Agusta S.p.A. service information identified in this AD, contact Agusta Westland, 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.

(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 November 6, 2012.

Kim Smith,

Directorate Manager, Rotorcraft Directorate,

Aircraft Certification Service.

2012-23-07 Eurocopter Deutschland GmbH Helicopters: Amendment 39-17263; Docket No. FAA-2012-0500; Directorate Identifier 2010-SW-014-AD.

(a) Applicability

This AD applies to all Eurocopter Deutschland GmbH (ECD) Model EC135 helicopters, except EC 135 P2+ and EC135 T2+, with a swashplate assembly, part number (P/N) L623M2006101, installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as movement of the plain journal bearings to the outside of the main rotor swashplate sliding sleeve (sliding sleeve). This condition could limit movement of the collective and result in subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective January 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

Within 5 hours time-in-service (TIS), and thereafter at intervals not to exceed 5 hours TIS:
(1) Visually inspect the position of the upper plain journal bearing and determine if it is flush with the sliding sleeve.

Note to paragraph (e)(1) of this AD: Figure 1 of Eurocopter Alert Service Bulletin EC135-62A-021, dated June 23, 2005, which is not incorporated by reference, contains additional information about the inspection.

(2) Visually inspect the lower plain journal bearing and determine if it is recessed 2 millimeters from the sliding sleeve.
(3) If the upper plain journal bearing is not flush with the sliding sleeve or the lower plain journal bearing is not recessed 2 mm, before further flight, replace the swashplate assembly with an airworthy swashplate assembly.
(4) Replacing the swashplate assembly, P/N L623M2006101, with a later designed swashplate assembly, P/N L623M2005103, constitutes a terminating action for the requirements of 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: Gary Roach, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Regulations and Policy Group, 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 EC135-62A-021, dated June 23, 2005, 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 Agency AD 2009-0272, dated December 18, 2009.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 6230: Main Rotor Mast/Swashplate.

Issued in Fort Worth, Texas, on November 8, 2012.
Lance T. Gant,
Acting Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.

2012-23-11 Erickson Air-Crane Incorporated: Amendment 39-17267; Docket No. FAA-2008-1243; Directorate Identifier 2007-SW-03-AD.

(a) Applicability

This AD applies to Erickson Air-Crane Incorporated (Erickson) Model S-64F helicopters with a left or right splice fitting (transition fitting), part number (P/N) 6420-66341-101, -102, -103, or -104; pylon bulkhead assembly-canted (bulkhead assembly), P/N 6420-66340-043 or -044; or a pylon steel strap (strap), P/N 6420-66301-119 or -127, installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as cracking in the rotary rudder boom or pylon due to fatigue, failure from static overload, and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective January 14, 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 20 hours time-in-service (TIS), and thereafter at intervals not to exceed 20 hours (TIS):

(i) Visually inspect each transition fitting, P/N 6420-66341-101, -102, -103, or -104, for a crack or working rivets on the inboard face of the rotary rudder boom and pylon, paying particular attention to the fastener attachment holes, as depicted in Figure 1, Detail A, of the Accomplishment Instructions in Erickson Air-Crane Incorporated Service Bulletin No. 64B20-6, Revision A, dated December 12, 2007 (SB).

(ii) Visually inspect the outboard face of each rotary rudder boom and pylon skin panel (skin panel) that attaches to the transition fittings for a crack or working rivets in the transition fitting attachment areas, paying particular attention to the fastener attachment holes, as shown in Figure 1, Detail B, of the Accomplishment Instructions in the SB.

(iii) Visually inspect the forward and aft sides of each bulkhead assembly, P/N 6420-66340-043 or -044, for a crack. Pay particular attention to the circled areas shown in Figure 2 of the Accomplishment Instructions in the SB.

(iv) Visually inspect the upper 12 inches of each strap, P/N 6420-66301-119 or -127, for a crack or for working rivets as shown in Figure 3 of the Accomplishment Instructions in the SB.

(v) Visually inspect the pylon for a crack or working rivets on each side of the upper 12 inches of the strap, and also 6 inches above the end of the strap as shown in Figure 3 of the Accomplishment Instructions in the SB.

(2) For any pylon with a strap installed, within 155 hours TIS, and thereafter at intervals not to exceed 155 hours TIS, remove the inspection access covers, P/N 6420-66304-109 and P/N 6420-66303-125, on the forward and aft sides of the pylon and visually inspect the left-hand cap angle (longeron), P/N 6420-66304-136, and the interior area of the pylon adjacent to the upper 12 inches of the strap, as well as 6 inches above the end of the strap, for a crack or working rivets, as shown in Figure 3 of the Accomplishment Instructions in the SB.

(3) At each transition fitting replacement, which is required at intervals not to exceed 8,300 hours TIS:

(i) With each transition fitting removed, visually inspect both sides of each skin panel for a crack in the areas to which the transition fitting attaches, paying particular attention to the fastener attachment holes, as depicted in Details A and B, Figure 1, of the Accomplishment Instructions in the SB.

(ii) Perform a fluorescent penetrant inspection of each skin panel for a crack in the areas around the fastener holes where the transition fittings attach to the rotary rudder boom and pylon.

(4) If there is a crack, before further flight, replace any cracked part with an airworthy part, or repair the cracked part if the damage is within the maximum repair damage limits.

Note to paragraph (e)(4) of this AD: The maximum repair damage limitations are stated in the applicable Component and Repair Overhaul Manual.

(5) If any loose or working rivets are found, before further flight, remove the rivets and visually inspect the fastener holes and surrounding area for a crack or any other damage. Replace any part that is cracked with an airworthy part; replace any damaged part with damage exceeding the maximum repair damage limits with an airworthy part; or repair any damaged part that is within the maximum repair damage limits. Also, replace any loose or working rivets.

(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 inspection requirements of this AD can be accomplished. No special flight permits will be issued to accomplish replacements or repairs, or if a crack is suspected.

(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Rotorcraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Michael Kohner, Aviation Safety Engineer, Rotorcraft Certification Office, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5170; email 7-avs-asw-170@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

Erickson Air-Crane Service Bulletin No. 64F General-3, Revision C, dated December 12, 2007, which is not incorporated by reference, contains additional information about the subject of this AD. For this service information, contact Erickson Air-Crane Incorporated, ATTN: Chris Erickson/Compliance Officer, 3100 Willow Springs Rd., P.O. Box 3247, Central Point, OR 97502; telephone (541) 664-5544; fax (541) 664-2312; email cerickson@ericksonaircrane.com. You may also review this service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(i) Subject

Joint Aircraft Service Component (JASC) Code: 5302, Rotorcraft Tail Boom.

(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) Erickson Air-Crane Incorporated Service Bulletin No. 64B20-6, Revision A, dated December 12, 2007.

(ii) Reserved.

(3) For Erickson Air-Crane Incorporated service information identified in this AD, contact Erickson Air-Crane Incorporated, ATTN: Chris Erickson/Compliance Officer, 3100 Willow Springs Rd., P.O. Box 3247, Central Point, OR 97502; telephone (541) 664-5544; fax (541) 664-2312; email cerickson@ericksonaircrane.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 November 13, 2012.
Kim Smith,
Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.

2012-23-12 Turbomeca S.A.: Amendment 39-17268; Docket No. FAA-2008-0681; Directorate Identifier 2008-NE-13-AD.

(a) Effective Date

This airworthiness directive (AD) is effective January 7, 2013.

(b) Affected ADs

This AD supersedes AD 2009-03-04, Amendment 39-15805 (74 FR 7796, February 20, 2009.

(c) Applicability

This AD applies to Turbomeca S.A. models Arriel 1E2, 1S, and 1S1 turboshaft engines with FCUs manufactured, repaired, or overhauled on or before March 31, 2008.

(d) Unsafe Condition

Turbomeca S.A. informed the European Aviation Safety Agency of a case of a "red disk" plug, adapted for bench testing, which was installed on the FCU on an engine and released for service operation. An engine experienced an in-service high pressure leak event (at the fuel pump outlet) due to cracking of this "red disk" plug. This leak could lead to in-flight flame-out and/or possibly a fire. This AD was prompted by Turbomeca S.A. informing us that FCUs manufactured, repaired, or overhauled after March 31, 2008, do not require inspection. We are issuing this AD to prevent fuel leaks, which could result in a fire and damage to the helicopter.

(e) Compliance

Comply with this AD within the compliance times specified, unless already done. Within 100 operating hours from the effective date of this AD, perform a one-time inspection of the plug installed in the FCU 3-way union, part number 9 932 30 706 0.

(1) If the FCU 3-way union plug is unpainted, verify the plug is torqued to between 1.3 and 1.5 daN.m, in accordance with Turbomeca S.A. Mandatory Service Bulletin (MSB) No. 292 73 0817, Version D, dated February 29, 2012, before further flight.

(2) If the FCU 3-way union plug has any red paint on it, replace it with a serviceable plug and torque the plug to between 1.3 and 1.5 daN.m, in accordance with Turbomeca S.A. MSB No. 292 73 0817, Version D, dated February 29, 2012, before further flight.

(f) Installation Prohibition

After the effective date of this AD, do not install any FCU manufactured, repaired, or overhauled on or before March 31, 2008, onto any Turbomeca S.A. model Arriel 1E2, 1S, and 1S1 turboshaft engine, unless the FCU 3-way union plug has passed the one-time inspection and torque check required by this AD.

(g) Credit for Previous Actions

If you performed the inspections and corrective actions required by this AD using the original issue or any version up to and including Version D of Turbomeca S.A. MSB No. 292 73 0817 before the effective date of this AD, you have met the requirements of this AD.

(h) Alternative Methods of Compliance (AMOCs)

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

(i) Related Information

(1) For more information about this AD, contact Rose Len, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7772; fax: 781-238-7199; email: rose.len@faa.gov.

(2) Refer to European Aviation Safety Agency Airworthiness Directive 2012-0063, dated April 17, 2012, for related information.

(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) Turbomeca S.A. Mandatory Service Bulletin No. 292 73 0817, Version D, dated February 29, 2012.

(ii) Reserved.

(3) For service information identified in this AD, contact Turbomeca S.A., 40220 Tarnos, France; phone: 33 (0)5 59 74 40 00; telex: 570 042; fax: 33 (0)5 59 74 45 15.

(4) 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.

(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 November 14, 2012.
Colleen M. D'Alessandro,
Assistant Manager, Engine & Propeller Directorate,
Aircraft Certification Service.

2012-24-02 Stemme GmbH & Co. KG: Amendment 39-17272; Docket No. FAA-2012-0982; Directorate Identifier 2012-CE-035-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective January 7, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Stemme GmbH & Co. KG Models S10, S10-V, and S10-VT powered sailplanes, all serial numbers, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 71: Powerplant.

(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 unapproved rubber hoses installed in the engine fuel, oil, and cooling systems. We are issuing this AD to prevent a system leak, which could lead to an engine fire.

(f) Actions and Compliance

Unless already done, do the following actions:

(1) If, on January 7, 2013 (the effective date of this AD), the date of manufacture of the sailplane is less than five years old, before further flight after January 7, 2013 (the effective date of this AD), review the sailplane's maintenance records/logbook for evidence as to whether the engine fuel, oil, and cooling systems rubber hoses have been replaced since new. Based on this review, if:

(i) There is no maintenance records/logbook evidence, i.e. logbook entry, that the engine fuel, oil, and cooling systems rubber hoses have been replaced since new, before further flight, make a logbook entry showing compliance with this AD.

(ii) There is maintenance records/logbook evidence, i.e. logbook entry, that the engine fuel, oil, and/or cooling systems rubber hoses have been replaced since new, before further flight, review the sailplane's maintenance records/logbook for current documentation of hose conformity through a Declaration of Conformity (DoC) or a European Aviation Safety Agency (EASA) Form 1.

(A) If you can find current documentation of a DoC or an EASA Form 1, before further flight, make a logbook entry showing compliance with this AD.

(B) If you cannot find current documentation of a DoC or an EASA Form 1, before further flight, replace the affected hose(s) with FAA-approved serviceable hoses following Stemme F & D Installation Instruction A34-10-093-01, dated August 13, 2012; or Stemme F & D Installation Instruction A34-10-093-02, dated August 13, 2012, as applicable.

(2) If, on January 7, 2013 (the effective date of this AD), the date of manufacture of the sailplane is five years old or older, before further flight after January 7, 2013 (the effective date of this AD), review the sailplane's maintenance records/logbook for evidence of the date the engine fuel, oil, and cooling systems rubber hoses were last replaced and for documentation of hose conformity through a DoC or a EASA Form 1. Based on this review, if:

(i) There is maintenance records/logbook evidence, i.e. logbook entry, that the installed engine fuel, oil, and cooling systems rubber hoses are less than five years old and there is current documentation of hose conformity with a DoC or an EASA Form 1, before further flight, make a logbook entry showing compliance with this AD.

(ii) There is maintenance records/logbook evidence, i.e. logbook entry, that the installed engine fuel, oil, and cooling systems rubber hoses are less than five years old, but there is no current documentation of hose conformity with a DoC or an EASA Form 1, before further flight, replace the affected hoses with FAA-approved serviceable hoses following Stemme F & D Installation Instruction A34-10-093-01, dated August 13, 2012; or Stemme F & D Installation Instruction A34-10-093-02, dated August 13, 2012, as applicable.

(iii) There is maintenance records/logbook evidence, i.e. logbook entry, that the installed engine fuel, oil, and cooling systems rubber hoses are five years old or more than five years old, before further flight, replace the hoses with FAA-approved serviceable hoses following Stemme F & D Installation Instruction A34-10-093-01, dated August 13, 2012; or Stemme F & D Installation Instruction A34-10-093-02, dated August 13, 2012, as applicable.

(3) As of January 7, 2013 (the effective date of this AD), only install FAA-approved serviceable engine fuel, oil, and cooling systems rubber hoses following Stemme F & D Installation Instruction A34-10-093-01, dated August 13, 2012; or Stemme F & D Installation Instruction A34-10-093-02, dated August 13, 2012, as applicable, and that have a current documentation of hose conformity, i.e., DoC or EASA Form 1.

(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 sailplane 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 MCAI European Aviation Safety Agency (EASA) AD No. 2012-0154, dated August 17, 2012; Stemme F & D Installation Instruction A34-10-093-01, dated August 13, 2012; and Stemme F & D Installation Instruction A34-10-093-02, dated August 13, 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) Stemme F & D Installation Instruction A34-10-093-01, dated August 13, 2012.

(ii) Stemme F & D Installation Instruction A34-10-093-02, dated August 13, 2012.

(3) For Stemme GmbH & Co. KG service information identified in this AD, contact STEMME AG, Flugplatzstrasse F2, Nr. 7 15344 Strausberg, Germany; telephone: +49 (0) 3341 3612-0, fax: +49 (0) 3341 3612-30; Internet: http://www.stemme.de/daten/e/index.html.

(4) You may view this service information at FAA, 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 November 20, 2012.
John Colomy,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.

2012-24-03 Turbomeca S.A.: Amendment 39-17273; Docket No. FAA-2012-0520; Directorate Identifier 2002-NE-43-AD.

(a) Effective Date

This airworthiness directive (AD) is effective January 7, 2013.

(b) Affected ADs

This AD supersedes AD 2003-12-14, Amendment 39-13199 (68 FR 36900, June 20, 2003).

(c) Applicability

This AD applies to all Turbomeca S.A. Arriel 1A, 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1 turboshaft engines that have not incorporated Turbomeca S.A. Modification TU360.

(d) Unsafe Condition

This AD was prompted by in-service experience showing that dust inside the gas generator hollow shaft may be found when the axial compressor wheel has less erosion than initially assessed. We are issuing this AD to prevent an unbalance of the gas generator rotating assembly, which may lead to deterioration of the gas generator rear bearing and uncommanded engine shutdown.

(e) Compliance

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

(1) Within 50 engine hours after the effective date of this AD, determine the engine history and perform the maintenance actions at the specified schedules. Use paragraphs 1.A. and 2.A. through 2.C. of Turbomeca S.A. Alert Mandatory Service Bulletin (MSB) No. A292 72 0230, Version C, dated February 29, 2012 to perform the maintenance actions and to establish the cleaning schedule.

(2) If during any of the cleanings, the dust weight collected inside the gas generator hollow shaft is more than 8 grams, replace the gas generator rear bearing before further flight.

(3) After the effective date of this AD, if there are any changes in accordance with paragraph 1.A.(1)(a)1.3 of Turbomeca S.A. Alert MSB No. A292 72 0230, Version C, dated February 29, 2012, within 50 engine hours time-in-service after such a change, accomplish the actions as specified in paragraphs (e)(1) and (e)(2) of this AD.

(4) After the effective date of this AD, do not install any gas generator (module M03) on an engine unless it is in compliance with this AD.

(5) After the effective date of this AD, do not install any gas generator rear bearing that has operated on an engine with a hollow shaft that has been found to have a dust weight more than 8 grams.

(f) Optional Terminating Action

As optional terminating action to the repetitive actions in this AD, modify the engine by incorporating Turbomeca S.A. Modification TU360.

(g) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, 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 Rose Len, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7772; fax: 781-238-7199; email: rose.len@faa.gov.

(2) Refer to European Aviation Safety Agency AD 2012-0071, dated April 26, 2012, and Turbomeca S.A. Alert MSB No. A292 72 0230, Version C, dated February 29, 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) Turbomeca S.A. Alert Mandatory Service Bulletin No. A292 72 0230, Version C, dated February 29, 2012.

(ii) Reserved.

(3) For Turbomeca S.A. service information identified in this AD, contact Turbomeca S.A., 40220 Tarnos, France; phone: 33 05 59 74 40 00; telex: 570 042; fax: 33 05 59 74 45 15.

(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 November 20, 2012.
Robert J. Ganley,
Acting Manager, Engine & Propeller Directorate,
Aircraft Certification Service.

2012-24-04 GA 8 Airvan (Pty) Ltd: Amendment 39-17274; Docket No. FAA-2012-1007; Directorate Identifier 2012-CE-031-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective January 7, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to GA 8 Airvan (Pty) Ltd Models GA8 and GA8-TC320 airplanes, all serial numbers, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 30, Ice and Rain Protection.

(e) Reason

This AD was prompted by burnt electrical connectors leading to the left-hand wingtip pitot heater, which may result in loss of airspeed indication. We are issuing this AD to modify the pitot heat wiring on the left-hand wingtip with a terminal block to prevent loss of heating to the pitot system, which could result in loss of airspeed indication.

(f) Actions and Compliance

Unless already done, within the next 100 hours time-in-service after January 7, 2013 (the effective date of this AD) or at the next annual inspection after January 7, 2013 (the effective date of this AD), whichever occurs later, modify the pitot heat wiring connector at the left wingtip, following GippsAero Mandatory Service Bulletin SB-GA8-2012-77, Issue 3, dated March 23, 2012.

(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: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090; email: doug.rudolph@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 MCAI Civil Aviation Safety Authority AD/GA8/6, dated August 6, 2012; and GippsAero Mandatory Service Bulletin SB-GA8-2012-77, Issue 3, dated March 23, 2012, for related information. For service information related to this AD, contact Gippsland Aeronautics, Attn: Technical Services, P.O. Box 881, Morwell Victoria 3840, Australia; telephone: +61 03 5172 1200; fax: +61 03 5172 1201; Internet: http://www.gippsaero.com/customer-support/technical-publications.aspx. You may review copies of the referenced 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.

(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) GippsAero Mandatory Service Bulletin SB-GA8-2012-77, Issue 3, dated March 23, 2012;

(ii) Reserved.

(3) For GippsAero service information identified in this AD, contact Gippsland Aeronautics, Attn: Technical Services, P.O. Box 881, Morwell Victoria 3840, Australia; telephone: +61 03 5172 1200; fax: +61 03 5172 1201; Internet: http://www.gippsaero.com/customer-support/technical-publications.aspx.

(4) You may review copies of the referenced 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/index.html.

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

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

CORRECTED: The Lycoming model was listed incorrectly as " TSIO-540-AK1A ". We will issue a correction to the Federal Register. This copy has been corrected.

2012-24-09 Lycoming Engines and Continental Motors, Inc. Reciprocating Engines: Amendment 39-17279; Docket No. FAA-2012-1245; Directorate Identifier 2012-NE-41-AD.

(a) Effective Date

This AD is effective December 20, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Lycoming Engines TIO-540-AK1A, and Continental Motors, Inc. TSIO-360-MB, TSIO-360-SB, and TSIO-360-RB reciprocating engines with any of the following turbochargers installed:

(1) Hartzell Engine Technologies (HET) model TA0411 turbochargers, part numbers (P/Ns) 466642-0001; 466642-0002; 466642-0006; 466642-9001; 466642-9002; and 466642-9006, with serial numbers (S/Ns) listed in Table 2 of HET Alert Service Bulletin No. 048, dated November 16, 2012, installed.

(2) HET model TA0411 turbochargers having a turbine wheel, P/N 410188-0019, with any of the turbine wheel S/Ns H120716 through H121988, installed.

(3) HET model TA0411 turbochargers overhauled or repaired since August 29, 2012, using a turbine wheel, P/N 410188-0019, with any of the turbine wheel S/Ns H120716 through H121988, installed.

(d) Unsafe Condition

This AD was prompted by a report of a turbocharger turbine wheel that failed a static strength test at its manufacturing facility. We are issuing this AD to prevent turbocharger turbine wheel failure, reduction or complete loss of engine power, loss of engine oil, oil fire, and damage to the airplane.

(e) Compliance

Before further flight, remove from service the turbochargers identified in paragraph (c) of this AD, unless already done.

(f) Special Flight Permits

Special flight permits are permitted provided that:

(1) The flight is limited to three hours.

(2) The turbocharger boost is set to "Off" in the cockpit (if applicable).
(3) The wastegate for the turbocharger is safety wired in the locked open position.

(g) Alternative Methods of Compliance (AMOCs)

The Manager, Chicago Aircraft 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

For more information about this AD, contact Christopher Richards, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, 2300 E. Devon Ave., Des Plaines, IL 60018; phone: 847-294-7156; fax: 847-294-7834; email: christopher.j.richards@faa.gov.

(i) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference 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) Hartzell Engine Technologies Alert Service Bulletin No. 048, dated November 16, 2012.
(ii) Reserved.
(3) For service information identified in this AD, contact Hartzell Engine Technologies, LLC, 2900 Selma Highway, Montgomery, AL 36108, phone: 334-386-5400; fax: 334-386-5450; internet: http://www.hartzellenginetech.com.
(4) You may view this service information at the FAA, 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 November 29, 2012.
Colleen M. D'Alessandro,
Assistant Manager, Engine & Propeller Directorate,
Aircraft Certification Service.