FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

SMALL AIRPLANES, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2014-19

9/8/2014 - 9/21/2014

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; R - Replaces			
Biweekly 2014-01			
2013-26-09		Turbomeca S.A.	ASTAZOU XIV B and XIV H engines
2013-26-13		Sikorsky Aircraft Corporation	S-70, S-70A, S-70C, S-70C (M), and S-70C (M1) helicopters
99-01-05 R1		See AD	See AD
Biweekly 2014-02			
2013-25-13		Sikorsky Aircraft Corporation	S-70, S-70A, and S-70C helicopters
2013-26-11		Eurocopter France Helicopters	EC225LP helicopters
2014-01-01		Turbomeca S.A.	Arrius 2F turboshaft engines
Biweekly 2014-03			
2014-01-02		Eurocopter Deutschland GmbH	EC135P2+ and EC135T2+ helicopters
2014-02-02		Bell Helicopter Textron Canada Limited	206L, L-1, L-3, and L-4 helicopters
2014-02-03	S 2011-27-51	Beechcraft Corporation	1900, 1900C, 1900C (Military) and 1900D
2014-02-04		Eurocopter France	EC 155B and EC155B1 helicopters
2014-02-05		Eurocopter France	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, and AS350D1 helicopters
2014-02-07		Costruzioni Aeronautiche Tecnam srl	P2006T
2014-02-08		Agusta S.p.A.	A109C, A109S, A109K2, A109E, and AW109SP helicopters
2014-02-09		Eurocopter France	EC225LP and AS332L1 helicopters
Biweekly 2014-04			
2014-03-02		Airbus Helicopters	AS332C, AS332L, AS332L1, AS332L2, SA330J helicopters
2014-03-10		Various Restricted Category Helicopters	See AD
2014-03-11		Bell Helicopter Textron, Inc.	204B helicopters
Biweekly 2014-05			
2014-02-06		Agusta S.p.A.	AB412 helicopters
2014-03-01		Agusta S.p.A.	AB139 and AW139 helicopters
2014-03-03		Cessna Aircraft Company	310, 320, 340, 401, 402, 411, 414, and 421
2014-03-18		B-N Group Ltd.	BN-2
2014-03-20		Piaggio Aero Industries S.P.A	P-180
2014-04-01		Slingsby Aviation Ltd.	T67M260
2014-04-02		Dornier Luftfahrt GmbH	228-212
2014-04-03		Pacific Aerospace Limited	750XL
2014-04-04		Diamond Aircraft Industries GmbH	DA 42 NG and DA 42 M NG
2014-04-06		Turbomeca S.A.	Arrius 2B1, 2B1A, 2B2, and 2K1 turboshaft engines
2014-04-11		Airbus Helicopters	AS350B, BA, B1, B2, B3, D; AS355E, F, F1, F2, and N helicopters
2014-04-12		Airbus Helicopters	EC225LP helicopters
2014-04-14		Agusta S.p.A.	A109S, AW109SP, A119, and AW119 MKII helicopters
Biweekly 2014-06			
2011-22-05 R1		Airbus Helicopters	AS350B, B1, B2, B3, BA, C, D, D1; AS355E, F, F1, F2, N, and NP helicopters
2014-04-13		Agusta S.p.A.	AB412 and AB412 EP helicopters
2014-05-01		Eurocopter Deutschland	EC135P1, EC135P2, EC135P2+, EC135T1, EC135T2, and EC135T2+ helicopters
2014-05-04		Eurocopter Deutschland	MBB-BK 117 C-2 helicopters
2014-05-06		Eurocopter Deutschland	EC135 P1, P2, P2+, T1, T2, and T2+ helicopters
2014-05-07		Airbus Helicopters	AS350B, BA, B1, B2, C, D, D1, AS355E, F, F1, F2, and N helicopters
2014-05-08		Airbus Helicopters	AS332L1 helicopters
2014-05-11		Airbus Helicopters	AS332C, AS332L, AS332L1, AS332L2, EC225LP, and SA330J helicopters
2014-05-15		Airbus Helicopters	AS332C, AS332L, AS332 L1, AS332 L2 and SA330J helicopters

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2014-05-29	S 2009-16-03	Continental Motors	IO-520, TSIO-520, and IO-550 series reciprocating engines
2014-06-01		M7 Aerospace	SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), SA227-TT, SA26-AT, and SA26-T
Biweekly 2014-07			
2014-05-10	S 2012-25-04	Airbus Helicopters	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters
2014-05-27		Rockwell Collins	Mode S transponders
2014-06-03		British Aerospace Regional Aircraft	Jetstream Series 3101 and Jetstream Model 3201
2014-06-06		SOCATA	TBM 700
2014-06-07		Alexander Schleicher	ASK 21 gliders
2014-06-51	S 2013-12-06	Airbus Helicopters Deutschland	MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, and MBB-BK 117 C-2 helicopters
2014-07-51		Agusta	AB139 and AW139 helicopters
2014-07-52		Airbus Helicopters	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters
Biweekly 2014-08			
2014-07-04		Sikorsky	S-92A helicopters
2014-07-06	S 2007-19-09R1	Turbomeca S.A.	Arriel 2B1 turboshaft engines
Biweekly 2014-09			
2014-07-07	S 87-02-04	British Aerospace (Operations) Limited	HP.137 Jetstream Mk.1, Jetstream Series 200, and Jetstream Series 3101
2014-07-08		Centrair	101, 101A, 101P, and 101AP gliders
2014-07-09		British Aerospace Regional Aircraft	Jetstream Series 3101 and Model 3201
2014-07-10		Ballonbau Wörner GmbH	NL-280/STU, NL-380/STU, NL-510/STU, NL-640/STU, NL-840/STU, and NL-1000/STU balloons
2014-08-06	COR	Sikorsky Aircraft Corporation	S-76A, B, and C helicopters
2014-08-10	S 2013-14-08	Austro Engine GmbH	E4 engines
2014-09-01		AgustWestland S.p.A.	A109C, A109E, A109K2, and A119 helicopters
2014-09-02		M7 Aerospace LLC	SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-TT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), SA26-T, and SA26-AT
2014-09-03	S 99-07-11	SOCATA	TBM 700
Biweekly 2014-10			
2014-09-04	S 2009-21-08 R1	Piaggio Aero Industries S.p.A.	P-180
2014-09-11		GROB-WERKE	G115EG and G120A
2014-09-12		Alpha Aviation Concept Limited	R2160
2014-10-01	S 2008-24-11	Vulcanair S.p.A.	P 68, P 68B, P 68C, P 68C-TC, P 68 "OBSERVER," P68TC "OBSERVER," and P68 "OBSERVER 2"
Biweekly 2014-11			
2014-10-03		Airbus Helicopters	AS332L1 and EC225LP helicopters
Biweekly 2014-12			
2014-07-52		Airbus Helicopters	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters
2014-11-02		Airbus Helicopters	SA-365N, SA-365N1, AS-365N2, and AS 365 N3 helicopters
2014-11-07		Agusta S.p.A Helicopters	A109A, A109A II, A109C, A109E, A109K2, A109S, AW109SP, A119, and AW119 MKII helicopters
2014-11-08		Airbus Helicopters	EC225LP helicopters
2014-11-09		Costruzioni Aeronautiche Tecnam srl	P2006T airplanes
2014-12-01		Bell Helicopter Textron	214B; 214B-1; 214ST helicopters

AD No.	Information	Manufacturer	Applicability
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2014-12-51	E	Airbus Helicopters	EC130B4 and EC130T2 helicopters
2014-12-52	E	Honeywell International	TFE731-4, -4R, -5AR, -5BR, -5R, -20R, -20AR, -20BR, -40, 40AR, -40R, -40BR, -50R, and -60 turbofan engines
Biweekly 2014-13			
2014-04-07	S 2003-05-03	Bell Helicopter Textron Canada	407 helicopters
2014-10-02	S 2006-11-19	Dornier Luftfahrt GmbH	228-100, 228-101, 228-200, 228-201, 228-202, and 228-212
2014-12-04	S 2003-01-04	Bell Helicopter Textron, Inc.	204B, 204B, 205A, 205A-1, 205A 205A-1, 205B, 210, and 212 helicopters
2014-12-07		Agusta S.p.A.	AB412 and AB412EP helicopters
2014-12-08	S 2004-11-10	Przedsiebiorstwo Doswiadczalno-Produkcyjne Szybownictwa "PZL-Bielsko"	SZD-50-3 "Puchacz" sailplanes
2014-12-09		Agusta S.p.A.	AB412 helicopters
Biweekly 2014-14			
2014-11-05		Pratt & Whitney Canada Corp.	PT6A-20, PT6A-20A, PT6A-20B, PT6A-25, PT6A-28, PT6A-34B, PT6A-36, PT6A-135, PT6A-11, PT6A-11AG, PT6A-15AG, PT6A-21, PT6A-25A, PT6A-25C, PT6A-27, PT6A-34, PT6A-34AG, PT6A-110, PT6A-112, PT6A-114, and PT6A-135A engines
2014-12-05	S 2007-10-07	Turbomeca S.A.	Arriel 2B, 2B1, 2C, 2C1, 2C2, 2S1, and 2S2 turboshaft engines
2014-12-12		Airbus Helicopters	EC120B, and EC130B4 helicopters
2014-12-52	S 2014-12-52	Honeywell International Inc.	TFE731-4, -4R, -5AR, -5BR, -5R, -20R, -20AR, -20BR, -40, -40AR, -40R, -40BR, -50R, and -60 turbofan engines
2014-13-01		Airbus Helicopters	MBB-BK 117 C-2 helicopters
2014-13-04		Columbia Helicopters, Inc.	234 helicopters
2014-13-05	S 2007-10-16	British Aerospace Regional Aircraft	Jetstream Model 3201
2013-22-23 R1		AERMACCHI S.p.A.	F.260, F.260B, F.260C, F.260D, F.260E, F.260F, S.208 and S.208A
Biweekly 2014-15			
2014-06-51	S 2013-12-06	Airbus Helicopters Deutschland GmbH	MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, and MBB-BK 117 C-2 helicopters
2014-13-08	S 2013-24-14	Diamond Aircraft Industries GmbH	DA 40 airplanes
2014-13-09		Airbus Helicopters Deutschland GmbH	EC135P1, P2, P2+, T1, T2, and T2+ helicopters
2014-15-01		M7 Aerospace LLC	SA227-AT, SA227-AC, SA227-BC, SA227-CC, SA227-DC airplanes
2014-15-02		GROB-WERKE GMBH & CO KG and BURKHART GROB LUFT-UND RAUMFAHRT GmbH & CO KG	G102 STANDARD ASTIR III, G102 CLUB ASTIR III, and G102 CLUB ASTIR IIIb; G103 TWIN II, G103A TWIN II ACRO, G103C TWIN III ACRO and Model G 103 C Twin III SL gliders
2014-15-51	E	Embraer S.A.	EMB-500
Biweekly 2014-16			
2014-07-51		AgustaWestland S.p.A.	AB139 and AW139 helicopters
2014-12-11		Sikorsky Aircraft Corporation	S-92A helicopters
2014-12-51		Airbus Helicopters	EC130B4 and EC130T2 helicopters
2014-15-18		Mooney International Corporation	M20C, M20E, M20M, M20R, and M20TN
2014-16-01		MD Helicopters, Inc.	MD900 helicopters
2014-16-03		Fuji Heavy Industries, Ltd.	FA-200-160, FA-200-180, and FA-200-180AO
Biweekly 2014-17			
2014-15-51		Embraer S.A.	EMB-500
2014-16-15		Turbomeca S.A.	Makila 2A and Makila 2A1 turboshaft engines
2014-16-24		Airbus Helicopters Deutschland GmbH	EC135P1, EC135P2, EC135P2+, EC135T1, EC135T2, and EC135T2+ helicopters

AD No.	Information	Manufacturer	Applicability

Information Key: E - Emergency; COR - Correction; S – Supersedes; R - Replaces

Biweekly 2014-18

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

Biweekly 2014-19

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

2013-22-14 R1 DG Flugzeugbau GmbH: Amendment 39-17968; Docket No. FAA-2013-0929; Directorate Identifier 2013-CE-031-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective October 20, 2014.

(b) Affected ADs

This AD revises AD 2013-22-14, Amendment 39-17646 (78 FR 65869, November 4, 2013) ("AD 2013-22-14").

(c) Applicability

This AD applies to DG Flugzeugbau GmbH Model DG-1000T gliders, all serial numbers, that are:

(1) Equipped with a Solo Kleinmotoren Model 2350 C engine; and

(2) certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 72: Engine.

(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 engine shaft failure and consequent propeller detachment. We are issuing this AD to prevent engine shaft failure and propeller detachment, which could result in damage to the glider and injury to persons on the ground.

(f) Actions and Compliance

Unless already done, do the following actions in paragraphs (f)(1) through (f)(4) of this AD.

(1) As of November 25, 2013 (the effective date retained from AD 2013-22-14), do not operate the engine unless the engine is modified following instructions that are approved by the FAA specifically for AD 2013-22-14. Contact the FAA office identified in paragraph (g)(1) of this AD to get more information about obtaining such instructions.

(2) As of November 25, 2013 (the effective date retained from AD 2013-22-14), place a copy of AD 2013-22-14 or this AD into the Limitations section of the aircraft flight manual (AFM).

(3) To remove the prohibited engine operation requirement in paragraph (f)(1) of this AD, modify the engine as specified in the Actions paragraph of Solo Kleinmotoren GmbH Technische Mitteilung Service Bulletin Nr. 4603-14, dated April 28, 2014, unless already modified with FAA-approved instructions as specified in paragraph (f)(1) of this AD.

Note 1 to paragraph (f)(3) of this AD: This service information contains German to English translation. The European Aviation Safety Agency (EASA) used the English translation in referencing the document. For enforceability purposes, we will refer to the Solo Kleinmotoren GmbH service information as the title appears on the document.

(4) Prior to further flight after modifying the engine as specified in paragraph (f)(1) or paragraph (f)(3) of this AD, remove the engine operation restriction (copy of AD 2013-22-14) from the Limitations section of the AFM.

(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 glider to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

(h) Related Information

Refer to MCAI EASA AD No.: 2013-0217R1, dated May 5, 2014, for related information. You may examine the MCAI in the AD docket on the Internet at: http://www.regulations.gov/#!documentDetail;D=FAA-2013-0929-0003.

(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) Solo Kleinmotoren GmbH Technische Mitteilung Service Bulletin Nr. 4603-14, dated April 28, 2014.

(ii) Reserved.

(3) For Solo Kleinmotoren GmbH service information identified in this AD, contact Solo Kleinmotoren GmbH, Postfach 60 01 52, D 71050 Sindelfingen, Germany; telephone: +49 07031-301-0; fax: +49 07031-301-136; email: aircraft@solo-germany.com; Internet: http://aircraft.solo-online.com.

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

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

Issued in Kansas City, Missouri, on September 5, 2014.

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

2014-07-04R1 Sikorsky Aircraft Corporation: Amendment 39-17964; Docket No. FAA-2014-0216; Directorate Identifier 2013-SW-045-AD.

(a) Applicability

This AD applies to Model S-92A helicopters, serial numbers 920006 through 920084, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as an incorrectly installed clamp that does not provide adequate clearance to prevent chafing between the high voltage electrical lines and the hydraulic hoses. This condition could result in a fire in an area of the helicopter without extinguishing capability and subsequent loss of control of the helicopter.

(c) Affected ADs

This AD revises AD 2014-07-04, Amendment 39-17818 (79 FR 21385, April 16, 2014).

(d) Effective Date

This AD becomes effective September 30, 2014.

(e) Compliance

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

(f) Required Actions

(1) Within 5 hours time-in-service, inspect the electrical wires and the hydraulic lines in the upper deck of the helicopter for chafing between electrical wires and hydraulic lines. If there is chafing between electrical wires and hydraulic lines, before further flight, replace the unairworthy wires or lines with airworthy wires or lines.

(2) Within 5 hours TIS, inspect each clamp for correct installation as shown in Figures 1 through 13 of Sikorsky Aircraft Corporation Alert Service Bulletin No. 92-20-001, dated October 27, 2005 (ASB). If clamps are incorrectly installed or missing, before further flight, install clamps by following the Accomplishment Instructions, paragraph 3.A.(4) through 3.A.(17) of the ASB.

(3) After each maintenance that requires removing clamps, comply with paragraphs (f)(1) and (f)(2) of this AD.

(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Boston Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Caspar Wang, Aviation Safety Engineer, Boston Aircraft Certification Office,

Engine & Propeller Directorate, FAA, 12 New England Executive Park, Burlington, Massachusetts 01803; telephone (781) 238-7799; email caspar.wang@faa.gov.

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

(h) Subject

Joint Aircraft Service Component (JASC) Code: 2910 Main Hydraulic System.

(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.

(3) The following service information was approved for IBR on May 1, 2014 (79 FR 21385, April 16, 2014).

(i) Sikorsky Aircraft Corporation Alert Service Bulletin No. 92-20-001, dated October 27, 2005.

(ii) Reserved.

(4) For Sikorsky Aircraft Corporation service information identified in this AD, contact Customer Service Engineering, 124 Quarry Road, Trumbull, CT 06611; telephone 1-800-Winged-S or 203-416-4299; email sikorskywcs@sikorsky.com.

(5) You may view this service information at FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. For information on the availability of this material at the FAA, call (817) 222-5110.

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

Issued in Fort Worth, Texas, on August 21, 2014.
Lance T. Gant,
Acting Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.

2014-18-01 Rockwell Collins, Inc.: Amendment 39-17965; Docket No. FAA-2014-0326; Directorate Identifier 2013-CE-051-AD.

(a) Effective Date

This AD is effective October 14, 2014.

(b) Affected ADs

None.

(c) Applicability

(1) This AD applies to the following Rockwell Collins, Inc. part number (P/N) Mode S transponders that are known to be installed on but not limited to the airplanes listed in paragraphs (c)(2)(i) through (c)(2)(xiv) of this AD, except for those airplanes listed in paragraphs (c)(3)(i) through (c)(3)(vi) of this AD, that have been modified in-production or in-service:

(i) TDR-94: CPN 622-9352-008, 622-9352-108, 622-9352-308, 622-9352-408; and

(ii) TDR-94D: CPN 622-9210-008, 622-9210-108, 622-9210-308, 622-9210-408.

(2) The products listed in paragraphs (c)(1)(i) and (c)(1)(ii) of this AD may be installed on but not limited to the following airplanes featuring weight-on wheels input to the transponder, certificated in any category:

(i) ATR42 and ATR72;

(ii) Bombardier (Canadair) CL-600-2B16 (604 Variant);

(iii) Bombardier CL-600-2B19 (RJ100 and RJ200);

(iv) Cessna 525, serial numbers (S/N) 525-0600 through 525-0684 (CJ1);

(v) Cessna 525A, S/N 525A-0300 through 525A-0438 (CJ2);

(vi) Cessna 525B, S/N 525B-0001 through 525B-0293 (CJ3);

(vii) Cessna 560, S/N 560-0751 through 560-0802 (Citation Encore);

(viii) Cessna 560XL, S/N 560-6001 and subsequent;

(ix) Dassault Aviation Mystere-Falcon 50;

(x) Dassault Aviation Mystere-Falcon 900;

(xi) Dassault Aviation Falcon 2000;

(xii) Dassault Aviation Falcon 2000EX;

(xiii) Piaggio Aero Industries P.180 (Avanti and Avanti II); and

(xiv) SAAB 2000.

(3) This AD action does not apply to the excepted airplane models, identified in paragraphs (c)(3)(i) through (c)(3)(vi) of this AD, that have been modified in-production or in-service. They do not have the unsafe condition described in this AD.

(i) Dassault airplanes that have been modified in-service or in-production following the applicable Dassault Aviation service information as listed in table 1 of paragraph (c)(3)(i) of this AD.

Table 1 of Paragraph (c)(3)(i) of This AD: Excepted Dassault Airplanes

Airplane models	Service bulletin	Modification(s)
Mystere-Falcon 50	F50-457	M2966 and M2968
Mystere-Falcon 900	F900-354	M3896
Falcon 900EX	F900EX-239	M3896
Falcon 2000	F2000-312	M2624 and M2632
Falcon 2000EX	F2000EX-043	M2624

(ii) Model ATR 42 airplanes or ATR 72 airplanes that had P/N 622-9210-108 transponders installed in production using ATR modification 05614 or installed in-service using ATR Service Bulletin ATR42-34-0167 or ATR Service Bulletin ATR72-34-1094, as applicable.

(iii) SAAB Model 2000 airplanes that had P/N 622-9210-008 transponders installed in production using SAAB modifications 6231, 6243, and 6249 or installed in-service using SAAB Service Bulletins 2000-34-066, 2000-34-072, and 2000-34-076.

(iv) Bombardier Aerospace (Canadair) airplanes Model CL-600-2B16 (604 Variant) that had P/N 622-9210-008 transponders installed and incorporated the corrective actions recommended in the Bombardier Advisory Wire AW 604-34-0078 using the instructions in Bombardier Aerospace Service Bulletin 604-34-054 (drawing 604-70482 Engineering Order, Revison D-1) or using a service request for product support. Bombardier Aerospace (Canadair) airplanes Model CL-600-2B19 (RJ100 and RJ200) that had P/N 622-9210-008 transponders installed in production using Bombardier Aerospace Modification TC601R16789 or in service using Bombardier Aerospace Service Bulletin 601R-34-142 (Modification TC601R16790).

(v) Cessna Aircraft Company Models 525, 525A, and 525B airplanes that had P/N 622-9352-008 transponders installed in production using Cessna Engineering Change Records (ECRs) 55298, 58654, and 59567; and Model 525B airplanes that had P/N 622-9352-008 transponders installed in service using Cessna Aircraft Company Service Bulletin SB525B-34-03 or SB525B-34-08. Cessna Aircraft Company Models 525, 525A, 525B, 560, and 560XL airplanes that had P/N 622-9210-008 transponders installed in production using Cessna ECRs 55298, 58654, 59567, 56135, and 58032; and Model 525B airplanes that had P/N 622-9210-008 transponders installed in service using Cessna Service Bulletin SB525B-34-03 or SB525B-34-08.

(vi) Piaggio Aero Industries Model P.180 (Avanti) airplanes that had P/N 622-9210-008 transponders installed in production using Piaggio modification 80-0773 or in service using Piaggio Service Bulletin SB-80-0227. Piaggio Aero Industries Model P.180 (Avanti II) airplanes that had P/N 622-9210-008 transponders installed in production using Piaggio modification 80-0588 and 80-0598.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by instances where the TDR-94 and TDR-94D Mode S transponders did not properly respond to Mode S Only All-Call interrogations when the airplane transitioned from a ground to airborne state. We are issuing this AD to detect and correct Mode S transponders that do not respond correctly to Mode S Only All-Call interrogations, which could result in increased pilot and air traffic controller workload as well as reduced separation of airplanes.

(f) Compliance

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

(g) Inspection

Within the next 2 years after October 14, 2014 (the effective date of this AD), inspect the airplane type code category strapping setting for a value of zero (0) or one (1) following Rockwell Collins, Inc. Service Information Letter 07-2, 523-0810069-101000, TDR-94() SIL 07-02, Revision 1, dated September 2, 2008. If the airplane type code category strapping is set to a value of zero (0) or one (1), no further action is required by this AD.

(h) Modification

If the airplane type code category strapping is not set to a value of zero (0) or one (1), within two years after October 14, 2014 (the effective date of this AD), do the actions required in either paragraph (h)(1) or (h)(2), to include all subparagraphs, of this AD.

(1) Modify the airplane type code category strapping setting to a value of zero (0) or one (1) following Rockwell Collins, Inc. Service Information Letter 07-2, 523-0810069-101000, TDR-94() SIL 07-02, Revision 1, dated September 2, 2008.

(2) Install a software upgrade to convert the part numbers of the transponders to the new part numbers using the following Rockwell Collins, Inc. service information, as applicable:

Note 1 to paragraph (h)(2) of this AD: More than one of the bulletins may apply to your particular P/N transponder, but each bulletin brings different capabilities and associated costs. We recommend reviewing each bulletin to determine the optimal choice for your installation.

(i) Service Bulletin 505, 523-0816034-001000, TDR-94()-34-505, dated September 2, 2008;

(ii) Service Bulletin 507, 523-0816423-301000, TDR-94/94D-34-507, Revision 3, dated December 5, 2011;

(iii) Service Bulletin 508, 523-0817821-001000, TDR-94()-34-508, dated September 16, 2009; or

(iv) Service Bulletin 509, 523-0817822-001000, TDR-94()-34-509, dated September 16, 2009.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Wichita Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in paragraph (j)(1) of this AD.

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

(j) Related Information

(1) For more information about this AD, contact Ben Tyson, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, 1801 Airport Road, Room 100, Wichita, Kansas 67209; phone: 316-946-4174; fax: 316-946-4107; email: ben.tyson@faa.gov.

(k) Material Incorporated by Reference

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

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

(i) Rockwell Collins, Inc. Service Information Letter 07-2, 523-0810069-101000, TDR-94() SIL 07-2, Revision 1, dated September 2, 2008.

(ii) Rockwell Collins, Inc. Service Bulletin 505, 523-0816034-001000, TDR-94()-34-505, dated September 2, 2008.

(iii) Rockwell Collins, Inc. Service Bulletin 507, 523-0816423-301000, TDR-94/94D-34-507, Revision 3, dated December 5, 2011.

(iv) Rockwell Collins, Inc. Service Bulletin 508, 523-0817821-001000, TDR-94()-34-508, dated September 16, 2009.

(v) Rockwell Collins, Inc. Service Bulletin 509, 523-0817822-001000, TDR-94()-34-509, dated September 16, 2009.

(3) For service information identified in this AD, contact Rockwell Collins, Inc., Collins Aviation Services, 350 Collins Road NE., M/S 153-250, Cedar Rapids, IA 52498-0001; telephone: 888-265-5467 (U.S.) or 319-265-5467; fax: 319-295-4941 (outside U.S.); email: techmanuals@rockwellcollins.com; Internet: http://www.rockwellcollins.com/ServicesandSupport/Publications.aspx.

(4) You may review this 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/ibr-locations.html.

Issued in Kansas City, Missouri, on August 28, 2014.

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

2014-18-03 APEX Aircraft: Amendment 39-17967; Docket No. FAA-2014-0647; Directorate Identifier 2014-CE-027-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective October 17, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to APEX Aircraft Models R 3000/160 airplanes, all serial numbers, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 73: Engine Fuel & Control.

(e) Reason

This AD was prompted by mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as paint adherence defects inside the engine air intake box leading to small pieces of paint from the engine air intake box blocking the engine carburetor. We are issuing this AD to detect and correct paint adherence defects inside the engine air intake box leading to small pieces of paint from the engine air intake box blocking the engine carburetor. This condition, if not detected and corrected, could lead to an engine failure, possibly resulting in loss of control.

(f) Actions and Compliance

Unless already done, do the following actions, as specified in paragraphs (f)(1) through (f)(4) of this AD:

(1) Within 110 hours time-in-service (TIS) after October 17, 2014 (the effective date of this AD) and repetitively thereafter at intervals not to exceed 110 hours TIS, accomplish a visual and tactile inspection of the engine air intake box (including the deflection flap) and the engine air ducting (including the area located downstream of the filter) following the Accomplishment Instructions section of CEAPR Mandatory Service Bulletin Number 161R3, dated September 6, 2012.

(2) If any paint damage such as bubbling, blistering, peeled off areas or paint detachment is found during any inspection required by paragraph (f)(1) of this AD, before further flight, replace each damaged part with an airworthy part following the Accomplishment Instructions section of CEAPR Mandatory Service Bulletin Number 161R3, dated September 6, 2012.

(3) Replacement of damaged parts on an airplane, as required by paragraph (f)(2) of this AD, does not constitute terminating action for the repetitive inspections required by paragraph (f)(1) of this AD for that airplane.

(4) As of October 17, 2014 (the effective date of this AD), do not install on any airplane a painted engine air intake box or repaired engine air ducting.

(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: Sarjapur Nagarajan, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4145; fax: (816) 329-4090; email: sarjapur.nagarajan@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

(h) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) AD No. 2014-0155, dated July 2, 2014, for related information. You may examine the MCAI on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2014-0647.

(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) CEAPR Mandatory Service Bulletin Number 161R3, dated September 6, 2012.

Note 1 to paragraph (i)(2)(i) of this AD: The service bulletin contains French to English translation. EASA used the English translation in referencing the document from CEAPR. For enforceability purposes, we will cite references to the CEAPR service information as it appears on the document.

(ii) Reserved.

(3) For CEAPR service information identified in this AD, contact CEAPR, Bureau de Navigabilité, 1 route de Troyes, 21121 DAROIS-France, telephone: (33) 380 35 25 22; fax: (33) 380 35 25 25; email: www.info@ceapr.com">www.info@ceapr.com; internet: http://ceapr.com/.

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

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

Issued in Kansas City, Missouri, on August 29, 2014.

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

2014-19-01 Embraer S.A.: Amendment 39-17969; Docket No. FAA-2014-0390; Directorate Identifier 2014-CE-013-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective October 22, 2014.

(b) Affected ADs

This AD supersedes AD 2013-22-20, Amendment 39-17652 (78 FR 67018, November 8, 2013).

(c) Applicability

This AD applies to Embraer S.A. Models EMB-505 airplanes, all serial numbers, that are:

(1) Equipped with a part number (P/N) DAP00097-01 or P/N DAP00097-02 brake assembly; and

(2) certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 32: Landing Gear.

(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 cracks beyond acceptable limits in the carbon discs of the left hand (LH) and right hand (RH) brake assemblies. We are issuing this AD to detect and correct cracking of the stator pressure plate and possible loss of brake parts on the runway, which could result in reduced brake capability and a possible runway excursion.

(f) Actions and Compliance

Unless already done, do the following actions in paragraphs (f)(1) through (f)(14) of this AD, including all subparagraphs.

(1) If the number of flight cycles is unknown, calculate the compliance times for flight cycles in this AD by multiplying the number of hours time-in-service (TIS) on the brake assembly by .71 to come up with the number of cycles. For the purposes of this AD, some examples are below:

(i) 500 hours TIS equates to 355 flight cycles; and

(ii) 12 hours equates to 9 flight cycles.

(2) Do a general visual inspection (GVI) for cracks in the stator pressure plate on both the LH and RH brake assemblies following Part 1 of the Accomplishment Instructions in Embraer Phenom Service Bulletin No. 505-32-0011, Revision 01, dated March 31, 2014. Use the compliance times in paragraphs (f)(2)(i) and (f)(2)(ii) of this AD:

(i) For brake assemblies with 300 flight cycles or less since new or since the last overhaul: Before or upon accumulating 150 flight cycles after October 22, 2014 (the effective date of this AD) or within the next 30 flight cycles after October 22, 2014 (the effective date of this AD), whichever occurs later, and repetitively thereafter at intervals not to exceed 60 flight cycles or the next tire change, whichever occurs first.

(ii) For brake assemblies with more than 300 flight cycles since new or since the last overhaul: Within the next 10 flight cycles after October 22, 2014 (the effective date of this AD), and repetitively thereafter at intervals not to exceed 60 flight cycles or the next tire change, whichever occurs first.

(3) If no cracks are found during any of the inspections required in paragraph (f)(2) of this AD, continue the repetitive inspection intervals required in paragraph (f)(2) of this AD, including all subparagraphs.

(4) If any crack is found in the stator pressure plate during any of the inspections required in paragraph (f)(2) of this AD, before further flight, do a detailed inspection (DET) following Part 1 of the Accomplishment Instructions in Embraer Phenom Service Bulletin No. 505-32-0011, Revision 01, dated March 31, 2014.

(5) If no cracks beyond the acceptable limits are found during the DET required in paragraph (f)(4) of this AD, continue the repetitive inspection intervals required in paragraph (f)(2) of this AD, including all subparagraphs.

(6) If cracks that exceed the acceptable limits are found during the DET required in paragraph (f)(4) of this AD, before further flight, repair the brake assembly following Appendix 2 of Embraer Phenom Service Bulletin No. 505-32-0011, Revision 01, dated March 31, 2014; or replace the brake assembly with a brake assembly that has been inspected and found free of cracks that exceed the acceptable limits following the Accomplishment Instructions of Embraer Phenom Service Bulletin No. 505-32-0011, Revision 01, dated March 31, 2014.

Note 1 to paragraph (f)(6) of this AD: Appendix 2 of Embraer Phenom Service Bulletin No. 505-32-0011, Revision 01, dated March 31, 2014, consists of Meggitt Aircraft Braking System Service Bulletin No. SB-32-1625, Revision A, dated October 17, 2013. This service bulletin is incorporated as pages 27 through 40 of Embraer Phenom Service Bulletin No. 505-32-0011, Revision 01, dated March 31, 2014.

(7) At the next tire change or 30 days after October 22, 2014 (the effective date of this AD), whichever occurs later, do a DET for cracks on the external visible surface of the thrust stator, double stator, and rotors following Part 2 of the Accomplishment Instructions in Embraer Phenom Service Bulletin No. 505-32-0011, Revision 01, dated March 31, 2014.

(8) If no crack is detected or if any crack within the acceptable limits shown in Figure 4 Detail G of Embraer Phenom Service Bulletin No. 505-32-0011, Revision 01, dated March 31, 2014, is detected in the inspection required in paragraph (f)(7) of this AD, repeat the inspection required by paragraph (f)(7) of this AD at each tire change or at each maintenance action that requires wheel removal, whichever occurs first.

(9) If any crack within the acceptable limits shown in Figure 4 Detail H of Embraer Phenom Service Bulletin No. 505-32-0011, Revision 01, dated March 31, 2014, is detected in the inspection required in paragraph (f)(7) of this AD, the affected brake assembly must be replaced within 40 flight cycles.

(10) If any crack beyond the acceptable limits shown in Figure 4 Detail H of Embraer Phenom Service Bulletin No. 505-32-0011, Revision 01, dated March 31, 2014, is detected, the affected brake assembly must be replaced before the next flight.

(11) After any repair or replacement of the brake assembly, the brake assembly P/N DAP00097-01 or P/N DAP00097-02 is subject to the inspections required in paragraphs (f)(2) through (f)(10), including all subparagraphs as applicable, of this AD.

(12) For the purposes of this AD, a GVI is a visual examination of an interior or exterior area, installation or assembly, to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance, unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or drop-light. It may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked.

(13) For the purposes of this AD, a DET is an intensive examination of a specific item, installation or assembly, to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate access procedures may be required.

(14) As of November 8, 2013 (the effective the date of AD 2013-22-20) and to October 22, 2014 (the effective date of this AD), do not install on any airplane a brake assembly P/N DAP00097-01 or P/N DAP00097-02 unless it is inspected per the requirements of AD 2013-22-20 and continues to be crack free or the cracks do not exceed the allowable limits; and as of October 22, 2014 (the effective date of this AD), do not install on any airplane a brake assembly P/N DAP00097-01 or P/N DAP00097-02 unless it is inspected per the requirements of this AD and continues to be crack free or the cracks do not exceed the allowable limits.

(g) Credit for Actions Done Following Previous Service Information

This AD provides credit for the inspections required in paragraphs (f)(2) and (f)(6) of this AD, if those actions were performed before October 22, 2014 (the effective date of this AD), using Embraer Alert Service Bulletin (ASB) 505-32-A011, original issue, dated September 13, 2013; Embraer Alert Service Bulletin (ASB) 505-32-A011, Revision 01, dated November 01, 2013; Embraer Alert Service Bulletin (ASB) 505-32-A011, Revision 02, dated December 19, 2013; or Embraer Phenom Service Bulletin No. 505-32-0011, original issue, dated February 11, 2014.

(h) 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.

(i) Related Information

Refer to MCAI Agência Nacional De Aviação Civil (ANAC) AD No.: 2014-04-01, dated April 16, 2014, for related information. The MCAI can be found in the AD docket on the Internet at: http://www.regulations.gov/#!documentDetail;D=FAA-2014-0390-0001.

(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) Embraer Phenom Service Bulletin No. 505-32-0011, Revision 01, dated March 31, 2014.

(ii) Reserved.

(3) For Embraer S.A. service information identified in this AD, contact EMBRAER S.A., Phenom Maintenance Support, Avenida Brigadeiro Faria Lima, 2170, São José dos Campos–SP, CEP: 12227-901–PO Box: 36/2, Brasil; telephone: (+55 12) 3927-1000; fax: (+55 12) 3927-6600, ext. 1448; email: phenom.reliability@embraer.com.br; Internet: http://www.embraerexecutivejets.com/en-US/customer-support/Pages/Service-Center-Network.aspx.

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

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

Issued in Kansas City, Missouri, on September 8, 2014.

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