

**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES**

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

**BIWEEKLY 2013-04**

*2/11/2013 - 2/24/2013*



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

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

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

**Biweekly 2013-01**

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

**Biweekly 2013-02**

2012-17-08		Bell Helicopter Textron Inc	204B, 205A, 205A-1, 205B, and 212 helicopters
2012-24-09	COR	Lycoming Engines and Continental Motors, Inc.	TIO-540-AK1A, TSIO-360-MB, TSIO-360-SB, and TSIO-360-RB reciprocating engines
2013-01-06		Pilatus Aircraft Ltd	PC-7
2013-02-01		Bell Helicopter Textron Inc	206L, 206L-1, and 206L-3 helicopters, and Model 206L-4 helicopters

**Biweekly 2013-03**

2013-01-04		Bell Helicopter Textron, Inc	412 and 412EP helicopters
2013-01-05		Eurocopter France	AS350B3 and EC130B4 helicopters
2013-01-07		Turbomeca S.A.	Arriel 2D turboshaft engines
2013-02-13		Piper Aircraft, Inc	PA-28-236, PA-28-140, PA-28-150, PA-28-151, PA-28-160, PA-28-161, PA-28-180, PA-28-181, PA-28-201T, PA-28R-201, PA-28-235, PA-28R-201T, PA-28S-160, PA-28S-180, PA-28R-180, PA-28R-200, PA-28RT-201, PA-28RT-201T, PA-32-260, PA-32-301, PA-32-301T, PA-32-300, PA-32R-300, PA-32R-301T, PA-32R-301 (SP), PA-32R-301 (HP), PA-32RT-300, PA-32RT-300T, PA-32S-300, PA-32-301FT, PA-32-301XTC, PA-34-200, PA-34-200T, PA-34-220T, PA-44-180, and PA-44-180T
2013-03-03		MD Helicopters, Inc.	500N, 600N, and MD900 helicopters

**Biweekly 2013-04**

2012-26-16	S 2009-14-13	Pilatus Aircraft Ltd.	PC-12, PC-12/45, PC-12/47, and PC-12/47E
2013-03-01	S 2010-20-18	Pacific Aerospace Limited	FU24-954 and FU24A-954
2013-03-02	S 2012-19-09	Eurocopter France	EC 155B, EC155B1, SA-365N1, AS-365N2 AS 365 N, and AS 365 N3 helicopters
2013-03-04		Sikorsky Aircraft Corporation	269D and Model 269D
2013-03-09		DG Flugzeugbau GmbH	DG-1000T gliders
2013-03-10		Lindstrand Hot Air Balloons Ltd	Appliance: Female ACME threaded hose connectors
2013-03-14		Pratt & Whitney Canada Corp.	PT6C-67C turboshaft engines
2013-03-15		Cessna Aircraft Company	172R and 172S
2013-03-16	S 2011-08-01	Bell Helicopter Textron	204B, 205A, 205A-1, 205B, 210 and 212 helicopters
2013-03-21		Pratt & Whitney Canada Corp.	PW206B, PW206B2, PW206C, PW207C, PW207D, PW207D1, PW207D2, and PW207E turboshaft engines
2013-04-02		Reims Aviation S.A.	F406



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**2012-26-16 Pilatus Aircraft Ltd.:** Amendment 39-17311; Docket No. FAA-2012-1052; Directorate Identifier 2012-CE-014-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective March 26, 2013.

**(b) Affected ADs**

This AD supersedes AD 2009-14-13, Amendment 39-15963 (74 FR 34213, July 15, 2009).

**(c) Applicability**

This AD applies to Pilatus Aircraft Ltd. Models PC-12, PC-12/45, PC-12/47, and PC-12/47E airplanes, all manufacturer serial numbers (MSNs), certificated in any category.

**(d) Subject**

Air Transport Association of America (ATA) Code 05: Time Limits.

**(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 a need to incorporate new revisions into the Limitations section, Chapter 4, of the FAA-approved maintenance program (e.g., maintenance manual). The limitations were revised to include an inspection of the wing main spar fastener holes at rib 6 for cracks. These actions are required to ensure the continued operational safety of the affected airplanes.

**(f) Actions and Compliance**

Unless already done, do the following actions:

(1) For Models PC-12 and PC-12/45 airplanes, MSNs 101 through 299: Within the next 100 hours time-in-service (TIS) after August 19, 2009 (the effective date retained from AD 2009-14-13, Amendment 39-15963 (74 FR 34213, July 15, 2009)) or 1 year after August 19, 2009 (the effective date retained from AD 2009-14-13), whichever occurs first, replace the torque tube part number (P/N) 532.50.12.047 with torque tube P/N 532.50.12.064 following PILATUS AIRCRAFT LTD. Service Bulletin No: 32-021, dated November 21, 2008.

(2) For all airplanes: As of March 26, 2013 (the effective date of this AD), do not install torque tube P/N 532.50.12.047.

(3) For all airplanes: Before further flight after March 26, 2013 (the effective date of this AD), insert Data module code 12-A-04-00-00-00A-000A-A, "STRUCTURAL, COMPONENT AND MISCELLANEOUS—AIRWORTHINESS LIMITATIONS," dated October 15, 2012, of the Pilatus Model Identification: 12 Aircraft Maintenance Manual, PC12, PC12/45, PC 12/47 AMM Document

No. 02049, 12-A-AM-00-00-00-I, revision 26, dated December 15, 2012, for Models PC-12, PC-12/45, PC-12/47, and Data module code 12-B-04-00-00-00A-000A-A, "STRUCTURAL AND COMPONENT LIMITATIONS–AIRWORTHINESS LIMITATIONS," dated October 15, 2012, of the Pilatus Model Identification: 12 Aircraft Maintenance Manual, PC 12/47E AMM Document No. 02300, 12-B-AM-00-00-00-I, revision 9, dated December 15, 2012, for Model PC-12/47E, into the Limitations section of the FAA-approved maintenance program (e.g., maintenance manual). These limitations section revisions do the following:

- (i) Establish an inspection of the wing main spar fastener holes at rib 6,
- (ii) Specify replacement of components before or upon reaching the applicable life limit, and
- (iii) Specify accomplishment of all applicable maintenance tasks within certain thresholds and intervals.

(4) For all airplanes: If no compliance time is specified in the documents listed in paragraph (f)(3) of this AD when doing any corrective actions where discrepancies are found as required in paragraph (f)(3)(iii) of this AD, do these corrective actions before further flight after doing the applicable maintenance task.

(5) For all airplanes: During the accomplishment of the actions required in paragraphs (f)(3)(i), (f)(3)(ii), and (f)(3)(iii) of this AD, if a discrepancy is found that is not identified in the documents listed in paragraph (f)(3) of this AD, before further flight after finding the discrepancy, contact Pilatus Aircraft Ltd. at the address specified in paragraph (i)(5) of this AD for a repair scheme and incorporate that repair scheme.

#### **(g) Credit for Actions Accomplished in Accordance With Previous Service Information**

This paragraph provides credit for the actions required in paragraph (f)(3) of this AD if already done before March 6, 2013 (the effective date of this AD) following Pilatus PC12 Aircraft Maintenance Manual Temporary Revision No. 04-03, dated October 15, 2012, which transmits Unclassified 12-A/AMP-04 "STRUCTURAL, COMPONENT AND MISCELLANEOUS–AIRWORTHINESS LIMITATIONS," document 12-A-04-00-00-00A-000A-A, dated October 15, 2012; and Pilatus PC12/47E Aircraft Maintenance Manual Temporary Revision No. 04-01, dated October 15, 2012, which transmits Unclassified 12-B/AMP-04 "STRUCTURAL AND COMPONENT LIMITATIONS–AIRWORTHINESS LIMITATIONS," document 12-B-04-00-00-00A-000A-A, dated October 15, 2012.

#### **(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: 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.

(i) 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.

(ii) AMOCs approved for AD 2009-14-13, Amendment 39-15963 (74 FR 34213, July 15, 2009) are not approved as AMOCs for this AD.

(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 European Aviation Safety Agency (EASA) AD No. 2012-0099, dated June 8, 2012; Pilatus Aircraft Ltd. Service Bulletin No: 32-021, dated November 21, 2008; Data module code 12-A-04-00-00-00A-000A-A, "STRUCTURAL, COMPONENT AND MISCELLANEOUS–AIRWORTHINESS LIMITATIONS," dated October 15, 2012, of the Pilatus Model Identification: 12 Aircraft Maintenance Manual, PC12, PC12/45, PC 12/47 AMM Document No. 02049, 12-A-AM-00-00-00-I, revision 26, dated December 15, 2012; Data module code 12-B-04-00-00-00A-000A-A, "STRUCTURAL AND COMPONENT LIMITATIONS–AIRWORTHINESS LIMITATIONS," dated October 15, 2012, of the Pilatus Model Identification: 12 Aircraft Maintenance Manual, PC 12/47E AMM Document No. 02300, 12-B-AM-00-00-00-I, revision 9, dated December 15, 2012; Pilatus PC12 Aircraft Maintenance Manual Temporary Revision No. 04-03, dated October 15, 2012, which transmits Unclassified 12-A/AMP-04 "STRUCTURAL, COMPONENT AND MISCELLANEOUS–AIRWORTHINESS LIMITATIONS," document 12-A-04-00-00-00A-000A-A, dated October 15, 2012; and PC12/47E Aircraft Maintenance Manual Temporary Revision No. 04-01, dated October 15, 2012, which transmits Unclassified 12-B/AMP-04 "STRUCTURAL AND COMPONENT LIMITATIONS–AIRWORTHINESS LIMITATIONS," document 12-B-04-00-00-00A-000A-A, dated October 15, 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.

(3) The following service information was approved for IBR on March 26, 2013.

(i) Data module code 12-A-04-00-00-00A-000A-A, "STRUCTURAL, COMPONENT AND MISCELLANEOUS–AIRWORTHINESS LIMITATIONS," dated October 15, 2012, of the Pilatus Model Identification: 12 Aircraft Maintenance Manual, PC12, PC12/45, PC 12/47 AMM Document No. 02049, 12-A-AM-00-00-00-I, revision 26, dated December 15, 2012.

(ii) Data module code 12-B-04-00-00-00A-000A-A, "STRUCTURAL AND COMPONENT LIMITATIONS–AIRWORTHINESS LIMITATIONS," dated October 15, 2012, of the Pilatus Model Identification: 12 Aircraft Maintenance Manual, PC 12/47E AMM Document No. 02300, 12-B-AM-00-00-00-I, revision 9, dated December 15, 2012.

Note to paragraph (i)(3) of this AD: Data module code 12-A-04-00-00-00A-000A-A, "STRUCTURAL, COMPONENT AND MISCELLANEOUS–AIRWORTHINESS LIMITATIONS," dated October 15, 2012, of the Pilatus Model Identification: 12 Aircraft Maintenance Manual, PC12, PC12/45, PC 12/47 AMM Document No. 02049, 12-A-AM-00-00-00-I, revision 26, dated December 15, 2012; and Data module code 12-B-04-00-00-00A-000A-A, "STRUCTURAL AND COMPONENT LIMITATIONS–AIRWORTHINESS LIMITATIONS," dated October 15, 2012, of the Pilatus Model Identification: 12 Aircraft Maintenance Manual, PC 12/47E AMM Document No. 02300, 12-B-AM-00-00-00-I, revision 9, dated December 15, 2012, were issued as complete updates to the AMM Airworthiness Limitations sections and incorporate all

technical information contained in Pilatus AMM Temporary Revision No. 04-01 and Pilatus AMM Temporary Revision No. 04-03, both dated October 15, 2012.

(4) The following service information was approved for IBR on August 19, 2009 (74 FR 34213, July 15, 2009).

(i) Pilatus Aircraft Ltd. Service Bulletin No: 32-021, dated November 21, 2008.

(ii) Reserved.

(5) For Pilatus Aircraft Ltd. service information identified in this AD, contact Pilatus Aircraft Ltd., Customer Service Manager, CH-6371 STANS, Switzerland; telephone: +41 (0) 41 619 62 08; fax: +41 (0) 41 619 73 11; Internet: <http://www.pilatus-aircraft.com> or email: [SupportPC12@pilatus-aircraft.com](mailto:SupportPC12@pilatus-aircraft.com).

(6) 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.

(7) 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 February 8, 2013.

John Colomy,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.



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**2013-03-01 Pacific Aerospace Limited:** Amendment 39-17335; Docket No. FAA-2012-1251; Directorate Identifier 2012-CE-044-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective March 19, 2013.

**(b) Affected ADs**

This AD supersedes AD 2010-20-18, Amendment 39-16453 (75 FR 59606, September 28, 2010).

**(c) Applicability**

This AD applies to Pacific Aerospace Limited Models FU24-954 and FU24A-954 airplanes, all serial numbers, that are:

- (1) certificated in any category; and
- (2) modified to conduct parachute operations.

**(d) Subject**

Air Transport Association of America (ATA) Code 8: Leveling and Weighing.

**(e) Reason**

This AD was prompted by reports of aircraft operating outside the aft center of gravity (C of G) limits during parachute-drop operations. We are issuing this AD to prevent exceeding C of G limits, which could result in loss of control of the aircraft.

**(f) Actions and Compliance for All Airplanes (Both Turbine and Piston Engine Airplanes) Retained From AD 2010-20-18, Amendment 39-16453 (75 FR 59606, September 28, 2010)**

Unless already done, do the following actions:

- (1) As of October 18, 2010 (the effective date retained from AD 2010-20-18, Amendment 39-16453 (75 FR 59606, September 28, 2010)), before further parachute-drop operations:
  - (i) Amend the airplane flight manual (AFM) to restrict maximum occupancy of the cabin aft of fuselage station (F.S) 118.84 to 6 persons. This may be done by inserting a copy of this AD into the AFM adjacent to the applicable supplement for parachuting operations; and
  - (ii) Fabricate a placard at least 2 by 4 inches (using at least 1/8-inch letters) and install the placard in two places, one on each side of the aft cabin, in view of all occupants as they enter and occupy the cabin which states the following: Maximum occupancy of this cabin limited to six persons for parachuting operations. Weight and balance must be confirmed for each flight.
- (2) As of October 18, 2010 (the effective date retained from AD 2010-20-18, Amendment 39-16453 (75 FR 59606, September 28, 2010)), before further parachute-drop operations, the weight and

balance calculation must comply with the following limitations and establish that the aircraft C of G will remain within AFM limits for the duration of the flight:

- (i) Use actual weights for all occupants and their equipment to do the calculation;
- (ii) Account for the positions of all occupants in the calculation. Do the calculation with the occupants' (parachuting group) positions at the most aft positions that result from the rearmost members of the group sitting against the aft cabin wall and subsequent occupants located immediately forward of them, unless a means of restraint is provided to prevent the occupants moving rearwards from their normal position; and
- (iii) Keep a record of the C of G determination for each parachuting operation.

#### **(g) New Actions and Compliance for Turbine Engine Airplanes**

Within the next 15 days after March 19, 2013 (the effective date of this AD), do the following:

(1) Add fuselage station (F.S.) reference line placards inside the rear cabin walls following the instructions in Section 2.5, Placards, of the CAA Approved AFM Supplement for Aircraft Modified for Parachuting Operations, PT6 Fletcher-EX Document Reference: AIR 2817-FMS-P1, dated October 15, 2012, or Walter Fletcher Document Reference: AIR 2672-FMS-P1, dated October 15, 2012, as applicable.

(2) Insert Section 2.4, Weight and Balance, of the CAA Approved AFM Supplement for Aircraft Modified for Parachuting Operations, PT6 Fletcher-EX Document Reference: AIR 2817-FMS-P1, dated October 15, 2012, or Walter Fletcher Document Reference: AIR 2672-FMS-P1, dated October 15, 2012, as applicable, into the AFM.

#### **(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: 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.

#### **(i) Related Information**

Refer to MCAI CAA (Civil Aviation Authority) AD DCA/FU24/182, dated October 25, 2012; CAA Approved Flight Manual Supplement PT6 Fletcher-EX for Aircraft Modified for Parachuting

Operations, Document Reference: AIR 2817-FMS-P1, dated October 15, 2012; and CAA Approved Flight Manual Supplement Walter Fletcher for Aircraft Modified for Parachuting Operations, Document Reference: AIR 2672-FMS-P1, dated October 15, 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) CAA Approved Flight Manual Supplement PT6 Fletcher-EX for Aircraft Modified for Parachuting Operations, Document Reference: AIR 2817-FMS-P1, dated October 15, 2012.

(ii) CAA Approved Flight Manual Supplement Walter Fletcher for Aircraft Modified for Parachuting Operations, Document Reference: AIR 2672-FMS-P1, dated October 15, 2012.

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

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

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

Issued in Kansas City, Missouri, on January 29, 2013.

Earl Lawrence,

Manager, Small Airplane Directorate, Aircraft Certification Service.



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**2013-03-02 Eurocopter France Helicopters:** Amendment 39-17336; Docket No. FAA-2013-0075; Directorate Identifier 2012-SW-104-AD.

**(a) Applicability**

This AD applies to Eurocopter Model EC 155B, EC155B1, SA-365N1, AS-365N2 and AS 365 N3 helicopters with a 10-bladed tail rotor hub (TRH), part number (P/N) 365A33351100, 365A33351101, or 365A33351102 installed; and Model AS 365 N3 helicopters with an 11-bladed TRH, P/N 365A33216001 or 365A33216003, installed, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as a crack in the TRH that could lead to a tail rotor jam, and subsequent reduced or loss of control of the helicopter.

**(c) Affected ADs**

This AD supersedes AD 2012-19-09, Amendment 39-17204, Docket No. FAA-2012-1018, Directorate Identifier 2011-SW-052-AD (77 FR 58925, September 25, 2012).

**(d) Effective Date**

This AD becomes effective February 27, 2013.

**(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 55 hours time-in-service (TIS), and thereafter at intervals not to exceed 55 hours TIS, using a light, visually inspect the TRH for a crack in the entire area shown as Area C of the TRH in Figure 1 of Eurocopter Alert Service Bulletin (ASB) No. EC155-05A021, Revision 1, dated July 20, 2011, or ASB No. AS365-05.00.60, Revision 2, dated October 9, 2012, as applicable to your helicopter model. The inspection area is on the tail gearbox (TGB) side of the TRH. The TGB is shown as (c) in figures 2 and 3 of the ASBs. You must pay particular attention to the area around the screws, shown as (e) in Figure 3 of the ASBs, and the TRH between the lower part of the TGB and its fairing, shown as (d) in figures 2 and 3 of the ASBs, using details D and E of Figure 3 in the ASBs. You must turn the tail rotor by hand to inspect the entire Area C.

(2) If there is a crack on the TRH, remove the TRH from service.

**(g) Special flight permits**

No special flight permits will be permitted.

**(h) 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, Standards Staff, Rotorcraft Directorate, 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.

**(i) Additional Information**

The subject of this AD is addressed in European Aviation Safety Agency AD No. 2012-0227, dated October 29, 2012.

**(j) Subject**

Joint Aircraft Service Component (JASC) Code: 6420, Tail Rotor Head.

**(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) Eurocopter Alert Service Bulletin No. EC155-05A021, Revision 1, dated July 20, 2011.

(ii) Eurocopter Alert Service Bulletin No. AS365-05.00.60, Revision 2, dated October 9, 2012.

(3) For Eurocopter service information identified in this AD, contact American Eurocopter Corporation, 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at <http://www.eurocopter.com/techpub>.

(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 January 28, 2013.

Lance T. Gant,

Acting Directorate Manager, Rotorcraft Directorate, Aircraft Certification Service.



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**2013-03-04 SCHWEIZER AIRCRAFT CORPORATION HELICOPTERS:** Amendment 39-17338; Docket No. FAA-2012-0602; Directorate Identifier 2009-SW-061-AD.

**(a) Applicability**

This AD applies to Schweizer Aircraft Corporation (Schweizer) Model 269D and Model 269D Configuration A helicopters, serial numbers 0001 to 0062A, with aft fuselage assembly part number (P/N) 269D3300-1 installed, certificated in any category.

Note to Applicability: The type certificate for these models is currently held by Sikorsky Aircraft Corporation.

**(b) Unsafe Condition**

This AD defines the unsafe condition as loose horizontal stabilizers and cracks in the stabilizer support structure for the extruded tailboom, which could result in separation of the horizontal stabilizer from the helicopter and subsequent loss of helicopter control.

**(c) Effective Date**

This AD becomes effective March 19, 2013.

**(d) Compliance**

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

**(e) Required Actions**

(1) Before the first flight of each day, visually inspect the aft fuselage assembly in the area around the attachment point of the horizontal stabilizer, including the paint, for a crack. If there is a crack, remove the horizontal stabilizer and perform an interior inspection in accordance with Part II: Internal Inspection, paragraphs b. and c., of Schweizer Service Bulletin DB-018.3, dated December 13, 2007 (SB).

(i) If there is a crack in the aft fuselage assembly clip, in the aft bulkhead, or in adjacent skins, repair the crack. Thereafter, at intervals not to exceed 200 hours time-in-service (TIS), remove the horizontal stabilizer and repeat the interior inspection in accordance with Part II: Internal Inspection, paragraphs b. and c., of the SB, or replace the aft fuselage assembly, P/N 269D3300-1, with an airworthy aft fuselage assembly, P/N 269D3300-35.

(ii) If there is a crack in a longeron, tailboom tube collar or a forward stabilizer bulkhead, replace the aft fuselage assembly with an airworthy aft fuselage assembly, P/N 269D3300-35.

(2) Within 100 hours TIS or three months, whichever occurs first:

(i) Remove the horizontal stabilizer, clean the horizontal stabilizer mounting brackets, and inspect the mounting brackets for wear greater than 0.002-inch deep. If the bracket wear exceeds 0.002-inch deep, replace the mounting bracket with an airworthy mounting bracket.

(ii) Modify the aft fuselage assembly by installing Inspection Panel kit P/N SA-269DK-035.

(iii) Install doublers on the forward side of each mounting bracket in accordance with Part III-2, paragraphs e. through i., of the SB.

(iv) Inspect the horizontal stabilizer forward and aft spars for wear in the mounting attachment areas. If the wear exceeds 0.002-inch deep, replace the spar with an airworthy spar.

(v) Inspect for rivet interference between the rivet heads and skin on the top surface of the horizontal stabilizer and the tailboom stiffening Web near Station 232.4. If interference exists, replace with airworthy rivets.

(vi) Install an airworthy horizontal stabilizer using 4 bolts, P/N NAS1304-4, and 4 washers, P/N AN960KD416 or NAS1149D0463K.

(3) Removing aft fuselage assembly, P/N 269D3300-1, and replacing it with aft fuselage assembly, P/N 269D3300-35, is terminating action for the requirements of this AD.

#### **(f) Special Flight Permits**

Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 provided that before operating the helicopter to a location to perform the actions in paragraphs (e)(1) through (e)(3) of this AD, a daily, pre-flight visual inspection is accomplished in accordance with paragraph (e)(1) of this AD.

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

(1) The Manager, NY ACO, FAA, may approve AMOCs for this AD. Send your proposal to: Stephen Kowalski, Aviation Safety Engineer, New York Aircraft Certification Office, Engine & Propeller Directorate, 1600 Stewart Ave., suite 410, Westbury, NY 11590; telephone (516) 228-7327; email [stephen.kowalski@faa.gov](mailto:stephen.kowalski@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: 5302, Rotorcraft tailboom.

#### **(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) Schweizer Service Bulletin DB-018.3, dated December 13, 2007.

(ii) Reserved.

(3) For Schweizer Aircraft Corporation service information identified in this AD, contact Sikorsky Aircraft Corporation, Attn: Manager, Commercial Technical Support, mailstop s581a, 6900 Main Street, Stratford, CT 06614; telephone (800) 562-4409; email [tsslibrary@sikorsky.com](mailto:tsslibrary@sikorsky.com); or at <http://www.sikorsky.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 January 29, 2013.  
Lance T. Gant,  
Acting Directorate Manager, Rotorcraft Directorate, Aircraft Certification Service.



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**2013-03-09 DG Flugzeugbau GmbH:** Amendment 39-17344; Docket No. FAA-2012-1250; Directorate Identifier 2012-CE-043-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective March 19, 2013.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to DG Flugzeugbau GmbH Model DG-1000T gliders equipped with Solo Kleinmotoren Model 2350 C engines, all serial numbers, 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 a material defect within the propeller shaft, most likely caused by a manufacturing error. We are issuing this AD to prevent failure of the propeller shaft and detachment of the propeller, which could result in reduced control of the aircraft or injury to persons on the ground.

**(f) Actions and Compliance**

Unless already done, do the following actions:

(1) Within 25 hours time-in-service (TIS) after March 19, 2013 (the effective date of this AD) or 6 months after March 19, 2013 (the effective date of this AD), whichever occurs first, remove the propeller pulley assembly (module) from the engine and inspect the transition region of the part number (P/N) 20 31 211 shaft following the Actions section of Solo Kleinmotoren GmbH Service Bulletin Nr. 4603-13, Issue 1, dated September 24, 2012.

(2) If, during the inspection required by paragraph (f)(1) of this AD, cracks are detected in the P/N 20 31 211 shaft, before further flight, do the following:

(i) Replace the P/N 20 31 211 shaft with an airworthy P/N 20 31 211 shaft; or

(ii) Replace the propeller pulley assembly (module) with an airworthy propeller pulley assembly (module).

**(g) Other FAA AD Provisions**

The following provisions also apply to this AD:

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

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

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

**(h) Related Information**

Refer to MCAI European Aviation Safety Agency (EASA) AD No.: 2012-0197, dated September 25, 2012; and Solo Kleinmotoren GmbH Service Bulletin Nr. 4603-13, Issue 1, dated September 24, 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) Solo Kleinmotoren GmbH Service Bulletin Nr. 4603-13, Issue 1, dated September 24, 2012.

(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/index.html>.

Issued in Kansas City, Missouri, on February 1, 2013.  
Earl Lawrence,  
Manager, Small Airplane Directorate, Aircraft Certification Service.



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**2013-03-10 Lindstrand Hot Air Balloons Ltd:** Amendment 39-17345; Docket No. FAA-2012-1134; Directorate Identifier 2012-CE-034-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective March 19, 2013.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to all hot air balloons, certificated in any category, equipped with Lindstrand Hot Air Balloons Ltd female ACME threaded hose connectors, part numbers (P/Ns) HS6139 and HS6144, all serial numbers.

**(d) Subject**

Air Transport Association of America (ATA) Code 14: Hardware.

**(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 insufficient tightness of the threaded hose connector in the assembly area that could result in fuel leakage. We are issuing this AD to detect and correct insufficient tightness of the threaded hose connector in the assembly area. This condition, if not corrected, could result in fuel leakage and lead to an inflight fire.

**(f) Actions and Compliance**

Unless already done, do the following actions:

(1) Within the next 60 days after March 19, 2013 (the effective date of this AD), inspect the female ACME threaded hose connectors, (P/Ns) HS6139 and HS6144, for leaking following the Accomplishment Instructions of Lindstrand Hot Air Balloons Ltd Service Bulletin No. 12, Issue 2, dated May 10, 2012.

(2) If fuel leakage is detected in the inspection required in paragraph (f)(1) of this AD, before further flight, tighten the threaded hose connector to the correct torque following Lindstrand Hot Air Balloons Ltd Service Bulletin No. 12, Issue 2, dated May 10, 2012.

(3) If, after March 19, 2013 (the effective date of this AD), you install on any balloon an ACME threaded hose connector, (P/Ns) HS6139 or HS6144, manufactured by Lindstrand Hot Air Balloons Ltd and supplied as a spare part between January 1, 2011, and September 1, 2011, before further flight, you must comply with the actions of this AD.

(4) Although the European Aviation Safety Agency (EASA) MCAI allows the pilot-owner to do the inspection and correction required in paragraphs (f)(1), (f)(2), and (f)(3) of this AD, the U.S. regulatory system requires all actions of this AD be done by a certified mechanic.

**(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: Taylor Martin, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4138; fax: (816) 329-4090; email: taylor.martin@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 European Aviation Safety Agency AD 12-053, dated May 25, 2012; and Lindstrand Hot Air Balloons Ltd Service Bulletin No. 12, Issue 2, dated May 10, 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) Lindstrand Hot Air Balloons Ltd Service Bulletin No. 12, Issue 2, dated May 10, 2012.

(ii) Reserved.

(3) For Lindstrand Hot Air Balloons Ltd service information identified in this AD, contact Lindstrand Hot Air Balloons Ltd, Maesbury Road, Oswestry, Shropshire SY10 8ZZ, The United Kingdom; telephone: +44 (0) 1691-671717; fax: +44 (0) 1691-671122; email: simon@lindstrand.co.uk; Internet: <http://www.lindstrand.co.uk/>.

(4) You may review 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/index.html>.

Issued in Kansas City, Missouri, on February 1, 2013.  
Earl Lawrence,  
Manager, Small Airplane Directorate, Aircraft Certification Service.



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**2013-03-14 Pratt & Whitney Canada Corp:** Amendment 39-17349; Docket No. FAA-2012-1005; Directorate Identifier 2012-NE-27-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective March 26, 2013.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Pratt & Whitney Canada Corp. (P&WC) PT6C-67C turboshaft engines that have not had P&WC Service Bulletin (SB) No. PT6C-72-41056 incorporated.

**(d) Reason**

This AD was prompted by five reported incidents of second stage power turbine (PT) disk damage. We are issuing this AD to prevent damage to the PT disk which, if undetected, could cause uncontained PT disk failure and loss of control of the helicopter.

**(e) Actions and Compliance**

Unless already done, do the following actions.

**(f) Borescope Inspections**

(1) Borescope-inspect to verify the presence of a retaining ring securing the PT baffle located near the second stage PT disk, as follows:

(i) For engines with 2,200 PT cycles or more on the effective date of this AD, inspect within 100 operating hours or 150 PT cycles, whichever occurs first.

(ii) For engines with more than 1,400 PT cycles but fewer than 2,200 PT cycles on the effective date of this AD, inspect within 250 operating hours, 350 PT cycles, or before exceeding 2,350 PT cycles, whichever occurs first.

(iii) For engines with 1,400 PT cycles or fewer on the effective date of this AD, inspect within 500 operating hours, 750 PT cycles, or before exceeding 1,750 PT cycles, whichever occurs first.

(2) Thereafter, repetitively borescope-inspect to verify the presence of the retaining ring securing the PT baffle located near the second stage PT disk, on or before an additional 600 flight hours or 900 PT cycles, whichever occurs first.

(3) Use P&WC Alert SB No. PT6C-72-A41060, Revision 3, dated October 11, 2012, paragraphs 3.A.(1) through 3.A.(6) to do the borescope inspections required by this AD.

(4) If the retaining ring is missing or the PT baffle is out of position, then remove the engine from service before further flight.

**(g) Optional Terminating Action**

Performing the engine improvement modifications in P&WC SB No. PT6C-72-41056, Revision 5, dated January 17, 2013, paragraphs 3.A. through 3.C.(12) and 3.E.(1) through 3.E.(15), is an optional terminating action to the repetitive inspections required by this AD.

**(h) Credit for Previous Actions**

(1) If you performed the initial borescope inspection before the effective date of this AD using P&WC Special Instruction No. 45-2011R2, dated July 27, 2011, or P&WC Alert SB No. PT6C-72-A41060, dated August 12, 2011, or Revision 1, dated September 29, 2011, or Revision 2, dated February 10, 2012, you met the requirements of paragraph (f)(1) of this AD.

(2) If you performed the engine modification before the effective date of this AD using P&WC SB No. PT6C-72-41056, dated April 1, 2011, or Revision 1, dated June 17, 2011, or Revision 2, dated October 6, 2011, or Revision 3, dated February 3, 2012, or Revision 4, dated February 13, 2012, you met the requirements of this AD and no further action is required.

**(i) 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.

**(j) Related Information**

(1) For more information about this AD, contact James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; email: james.lawrence@faa.gov; phone: 781-238-7176; fax: 781-238-7199.

(2) Refer to Transport Canada AD CF-2012-24, dated August 2, 2012, for related information.

**(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) Pratt & Whitney Canada Corp (P&WC) Alert Service Bulletin (SB) No. PT6C-72-A41060, Revision 3, dated October 11, 2012.

(ii) P&WC SB No. PT6C-72-41056, Revision 5, dated January 17, 2013.

(3) For service information identified in this AD, contact Pratt & Whitney Canada Corp., 1000 Marie-Victorin, Longueuil, Quebec, Canada, J4G 1A1; phone: 800-268-8000; fax: 450-647-2888; Web site: <http://www.pwc.ca>.

(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 February 1, 2013.  
Colleen M. D'Alessandro,  
Assistant Manager, Engine & Propeller Directorate, Aircraft Certification Service.



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**2013-03-15 Cessna Aircraft Company:** Amendment 39-17350; Docket No. FAA-2012-1273; Directorate Identifier 2012-CE-045-AD.

**(a) Effective Date**

This AD is effective March 19, 2013.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to the following Cessna Aircraft Company (Cessna) airplanes, certificated in any category:

- (1) Model 172R, serial numbers (S/N) 17281573 through 17281616; and
- (2) Model 172S, S/N 172S11074 through 172S11193.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 2820, Aircraft Fuel Distribution System.

**(e) Unsafe Condition**

This AD was prompted by reports of chafing of a new configuration of the fuel return line assembly, which was caused by the fuel return line assembly rubbing against the right steering tube assembly during rudder pedal actuation. We are issuing this AD to correct the unsafe condition on these products.

**(f) Compliance**

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

**(g) Inspect the Fuel Return Line Assembly**

At whichever of the following compliance times that occurs later, inspect the fuel return line assembly (Cessna part number (P/N) 0516031-1) for damage following the Accomplishment Instructions section of Cessna Aircraft Company Service Bulletin SEB-28-01, dated September 21, 2012.

- (1) At the next annual inspection after March 19, 2013 (the effective date of this AD);
- (2) Within the next 100 hours time-in-service (TIS) after March 19, 2013 (the effective date of this AD); or
- (3) Within the next 12 calendar months after March 19, 2013 (the effective date of this AD).

**(h) Replace the Fuel Return Line Assembly**

If you find evidence of damage of the fuel return line assembly (Cessna P/N 0516031-1) as a result of the inspection required by paragraph (g) of this AD, before further flight, replace the fuel return line assembly (Cessna P/N 0516031-1) following the Accomplishment Instructions section of Cessna Aircraft Company Service Bulletin SEB-28-01, dated September 21, 2012.

**(i) Install the Fuel Return Line Assembly**

If you find no evidence of damage of the fuel return line assembly (Cessna P/N 0516031-1) as a result of the inspection required by paragraph (g) of this AD, before further flight, reinstall the fuel return line assembly (Cessna P/N 0516031-1) following the Accomplishment Instructions section of Cessna Aircraft Company Service Bulletin SEB-28-01, dated September 21, 2012.

**(j) Install Forward and Aft Fuel Return Line Support Clamps and Brackets**

After installing the fuel return line assembly as required by replacement in paragraph (h) of this AD or installation in paragraph (i) of this AD, before further flight, install the forward and aft fuel return line support clamps and brackets following the Accomplishment Instructions section of Cessna Aircraft Company Service Bulletin SEB-28-01, dated September 21, 2012.

**(k) Inspect for a Minimum Clearance Between Certain Parts**

After the installation required by paragraph (j) of this AD, before further flight, inspect for a minimum clearance between the following parts throughout the range of copilot pedal travel. The requirements of this AD take precedence over the actions required in the Accomplishment Instructions section of Cessna Aircraft Company Service Bulletin SEB-28-01, dated September 21, 2012:

- (1) A minimum clearance of 0.5 inch between the fuel return line assembly (Cessna P/N 0516031-1) and the steering tube assembly (Cessna P/N MC0543022-2C); and
- (2) Visible positive clearance between the fuel return line assembly (Cessna P/N 0516031-1) and the airplane structure.

**(l) Adjust Clearance for Fuel Return Line Assembly**

If you find any clearance less than the minimum clearance required by paragraph (k) of this AD, before further flight, adjust to the minimum clearance required by paragraph (k) of this AD.

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

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

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

**(l) Related Information**

For more information about this AD, contact Jeff Janusz, Aerospace Engineer, Wichita ACO, FAA, 1801 S. Airport Road, Room 100, Wichita, Kansas 67209; phone: (316) 946-4148; fax: (316) 946-4107; email: jeff.janusz@faa.gov.

**(m) Material Incorporated by Reference**

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

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

(i) Cessna Aircraft Company Service Bulletin SEB-28-01, dated September 21, 2012.

(ii) Reserved.

(3) For Cessna Aircraft Company service information identified in this AD, contact Cessna Aircraft Company, Customer service, P.O. Box 7706, Wichita, KS 67277; telephone: (316) 517-5800; fax: (316) 517-7271; customercare@cessna.textron.com; Internet: <http://www.cessnasupport.com>.

(4) You may view this service information at FAA, Small Airplane Directorate, 901 Locust, Kansas City, MO 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 February 4, 2013.

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



**2013-03-16 Bell Helicopter Textron (Bell):** Amendment 39-17339; Docket No. FAA-2013-0098; Directorate Identifier 2011-SW-39-AD.

**(a) Applicability**

This AD applies to Model 204B, 205A, 205A-1, 205B, 210 and 212 helicopters, certificated in any category, with a main rotor hub inboard strap fitting (fitting) with a part number (P/N) and serial number (S/N) listed in Table 1 to paragraph (a) of this AD.

**Table 1 to paragraph (a)**

<b>Helicopter models</b>	<b>Fitting P/Ns</b>	<b>Fitting S/Ns</b>
204B	204-012-102-001	All.
204B, 205A and 205A-1	204-012-102-005	All.
204B, 205A and 205A-1	204-012-102-009	All, except S/Ns 7500 or larger with a prefix of "A".
212	212-010-103-005	All.
212	212-010-103-007	All, except S/Ns 140 or larger with a prefix of "SH" and except S/Ns 11021 or larger with a prefix of " A".
205A-1, 205B and 210	212-010-103-101	All, except S/Ns 486 or larger with a prefix of "SH," and except S/Ns 10997 or larger with a prefix of "A".

**(b) Unsafe Condition**

This AD defines the unsafe condition as a crack in the fitting and the determination that additional part-numbered fittings may not have been manufactured in accordance with approved manufacturing processes and controls. This condition could result in failure of a fitting, loss of a main rotor blade, and loss of helicopter control.

**(c) Affected ADs**

This AD supersedes AD 2011-08-01, Docket No. FAA-2011-0323, Amendment 39-16651 (76 FR 18865, April 6, 2011), Directorate Identifier 2011-SW-005-AD.

**(d) Effective Date**

This AD becomes effective February 27, 2013.

**(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 25 hours time-in-service or 15 days, whichever occurs first, perform a magnetic particle inspection (MPI) of each fitting for a crack. If an MPI was already performed on a fitting resulting in re-identifying the fitting with "FM" at the end of the P/N or at the end of the P/N on the fitting's component history card or equivalent record, then the requirements of this AD have been met.

(2) If a fitting is cracked, before further flight, replace it with an airworthy fitting.

(3) If a fitting is not cracked, before further flight, re-identify the fitting by adding "FM" at the end of the P/N using a vibrating stylus. The depth of the "FM" must not exceed 0.005 inches or extend within 0.10 inch of the part's edge. Also, add "FM" at the end of the P/N on the fitting's component history card or equivalent record.

**(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, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Certification Office, 2601 Meacham Blvd., Fort Worth, Texas, 76137, phone: (817) 222-5170; fax: (817) 222-5783; email: mike.kohner@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**

Bell Alert Service Bulletin (ASB) No. 212-10-141, Revision A, dated November 18, 2010; and ASBs No. 204-11-66, No. 205-11-107, No. 205B-11-58, No. 210-11-08; and No. 212-10-142 Revision B, all dated May 31, 2011, which are not incorporated by reference, contain additional information about the subject of this AD. For this service information, contact Bell Helicopter Textron, Inc., P.O. Box 482, Fort Worth, TX 76101, telephone (817) 280-3391, fax (817) 280-6466, or at <http://www.bellcustomer.com/files/>. You may 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: 6220, Main Rotor Head.

Issued in Fort Worth, Texas, on January 28, 2013.

Lance T. Gant,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.



**2013-03-21 Pratt & Whitney Canada Corp.:** Amendment 39-17355; Docket No. FAA-2012-0942; Directorate Identifier 2012-NE-24-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective March 26, 2013.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Pratt & Whitney Canada Corp. (P&WC) model PW206B, PW206B2, PW206C, PW207C, PW207D, PW207D1, PW207D2, and PW207E turboshaft engines.

**(d) Reason**

This AD was prompted by the discovery that certain power turbine (PT) disks, part number (P/N) 3044188-01, made to specific heat codes that may not achieve the established maximum in-service life when installed in Turbomachinery Assembly P/N 3058588. The PT disk in-service life for engines using this specific PT disk and compressor turbine vane combination is reduced when operated in a particular temperature and speed environment. We are issuing this AD to prevent possible uncontained PT disk failure and loss of helicopter control.

**(e) Actions and Compliance**

Unless already done, do the following actions.

**(f) Affected PT Disks Installed With Turbomachinery Assembly P/N 3058588 Installation**

(1) For any PT disk P/N 3044188-01 that is listed by serial number (S/N) in Table 1 of P&WC Alert Service Bulletin (ASB) No. PW200-72-A28311, Revision 2, dated July 24, 2012, and, that is installed or that had previously been installed with Turbomachinery Assembly P/N 3058588 installation, do the following:

(i) Remove the PT disk P/N 3044188-01 from service before it reaches 10,000 cycles-since-new (CSN).

(ii) Re-identify the PT disk to P/N 3072542-01, at the next engine shop visit, not to exceed 10,000 CSN on the PT disk, before reinstalling it in any engine. Use paragraphs 3.B.(1) through 3.B.(1)(b)4 of the Accomplishment Instructions of P&WC ASB No. PW200-72-A28311, Revision 2, dated July 24, 2012, to do the re-identification.

(iii) After re-identification of the PT disk to P/N 3072542-01, retain the total cycles accumulated as P/N 3044188-01. The cycles remaining on the re-identified P/N 3072542-01 PT disk must be calculated using the difference between the published life limit of P/N 3072542-01 and the total

number of cycles accumulated as P/N 3044188-01. The maximum in-service life of PT disk, P/N 3072542-01, is 10,000 CSN.

(2) After the effective date of this AD, do not install any PT disk, P/N 3044188-01, that is listed in Table 1 of P&WC ASB No. PW200-72-A28311, Revision 2, dated July 24, 2012, in any engine with Turbomachinery Assembly P/N 3058588 installation, unless the PT disk has been re-identified to P/N 3072542-01. Use paragraphs 3.B.(1) through 3.B.(1)(b)4 of the Accomplishment Instructions of P&WC ASB No. PW200-72-A28311, Revision 2, dated July 24, 2012, to do the PT disk re-identification.

**(g) Credit for Actions Accomplished in Accordance With Previous Service Information**

You may take credit for the re-identification of the PT disk that is required by this AD if you performed the re-identification before the effective date of this AD using P&WC ASB No. PW200-72-A28311, dated March 1, 2012, or P&WC ASB No. PW200-72-A28311, Revision 1, dated March 22, 2012.

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

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

**(i) Related Information**

(1) For more information about this AD, contact James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7176; fax: 781-238-7199; email: james.lawrence@faa.gov.

(2) Refer to Transport Canada AD CF-2012-23, dated July 26, 2012, for related information.

(3) The Engine Maintenance Manual (EMM) Temporary Revisions (TRs) listed in Table 1 to paragraph (i)(3) of this AD pertain to the subject of this AD.

**Table 1 to Paragraph (i)(3)–EMM TRs**

<b>EMM P/Ns:</b>	<b>TR Nos.:</b>
3071602	AL-3, AL-4
3043612	AL-12, AL-13
3043322	AL-16
3039732	AL-18, AL-19
3038324	AL-20

**(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) Pratt & Whitney Canada Corp. Alert Service Bulletin No. PW200-72-A28311, Revision 2, dated July 24, 2012.

(ii) Reserved.

(3) For service information identified in this AD, contact Pratt & Whitney Canada Corp., 1000 Marie-Victorin, Longueuil, Quebec, Canada, J4G 1A1; phone: 800-268-8000; fax: 450-647-2888; Web site: [www.pwc.ca](http://www.pwc.ca).

(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 February 7, 2013.

Robert J. Ganley,  
Acting Manager, Engine & Propeller Directorate, Aircraft Certification Service.



**2013-04-02 Reims Aviation S.A.:** Amendment 39-17359; Docket No. FAA-2012-1274; Directorate Identifier 2012-CE-042-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective March 28, 2013.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Reims Aviation S.A. F406 airplanes, all serial numbers, certificated in any category.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by reports of improper material used in nose landing gear (NLG) attachment brackets that could lead to failure of the NLG bracket with consequent damage to the airplane while landing. We are issuing this AD to ensure the proper NLG attachment bracket is installed.

**(f) Actions and Compliance**

Unless already done, do the following actions following the Accomplishment Instructions numbers 1 through 5 in Reims Aviation Industries Service Bulletin No. F406-74, dated September 26, 2012:

(1) Within the next 25 hours time-in-service (TIS) after March 28, 2013 (the effective date of this AD) or within the next 30 days after March 28, 2013 (the effective date of this AD), whichever occurs first, inspect the nose landing gear (NLG) attachment brackets, part number (P/N) 6013119-1, to verify if they are made of steel and not aluminum alloy.

(2) If during the inspection required in paragraph (f)(1) of this AD, you find that a NLG attachment bracket made of aluminum alloy is installed, before further flight, replace with an airworthy steel NLG attachment bracket, P/N 6013119-1.

(3) As of March 28, 2013 (the effective date of this AD), do not install any NLG attachment bracket P/N 6013119-1 unless it is made of steel.

**(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: Albert Mercado, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4119; fax: (816) 329-4090; email: albert.mercado@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 European Aviation Safety Agency (EASA) AD No. 2012-0202, dated October 1, 2012; and Reims Aviation Industries Service Bulletin No. F406-74, dated September 26, 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) Reims Aviation Industries Service Bulletin No. F406-74, dated September 26, 2012.

(ii) Reserved.

(3) For Reims Aviation Industries service information identified in this AD, contact Reims Aviation Industries, Aéroport de Reims Prunay, 51360 Prunay, France; telephone + 33 3 26 48 46 65; fax + 33 3 26 49 18 57; email: stephan.lapagne@reims-aviation.fr; Internet: [www.geciaviation.com/en/f406.html](http://www.geciaviation.com/en/f406.html).

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

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

Issued in Kansas City, Missouri, on February 12, 2013.  
Earl Lawrence,  
Manager, Small Airplane Directorate, Aircraft Certification Service.