



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS,
BALLOONS, & AIRSHIPS**

BIWEEKLY 2009-14

This electronic copy may be printed and used in lieu of the FAA biweekly paper copy.

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Federal Aviation Administration
Regulatory Support Division
Delegation and Airworthiness Programs Branch, AIR-140
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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;

Biweekly 2009-01

2008-17-51		MD Helicopters, Inc	Rotorcraft: MD900
2008-26-01	S 2008-11-17	Air Tractor, Inc	See AD
2008-26-02	S 2006-06-51	General Electric Company	Engine: CT7-8A
2008-26-05		Bombardier-Rotax GmbH	Engine: 914 F
2008-26-10		Cessna	See AD
2008-26-11		Piper	See AD
2008-26-12		Aircraft Industries a.s	Sailplane: L 23 Super Blanik

Biweekly 2009-02

No Small Aircraft ADs were issued during Biweekly 2009-02.

Biweekly 2009-03

2009-01-11		Turbomeca	Engine: Arriel 2B and 2B1
2009-02-02		Polskie Zaklady Lotnicze Spolka zo.o	PZL M26 01
2009-02-03		Lycoming Engines, SeeAD	Engine: See AD

Biweekly 2009-04

No Small Aircraft ADs were issued during Biweekly 2009-04.

Biweekly 2009-05

2008-02-08	S 2006-21-11	Turbomeca	Engine: Turmo IV A and IV C
2009-03-04		Turbomec	Engine: Arriel 1E2, 1S, and 1S1
2009-03-05		Pratt Whitney Canada	Engine: PW206A, PW206B, PW206B2, PW206C, PW206E, PW207C, PW207D, and PW207E
2009-04-01		Wytownia Sprzetu Komunikacyjnego	Engine: PZL-10W
2009-04-04		Cessna	401, 401A, 401B, 402, 402A, 402B
2009-04-05		Cessna	182Q and 182R
2009-04-08		BURKHART GROB LUFT- UND RAUMFAHRT GmbH & CO KG	Glider: G103 TWIN II, G103A TWIN II ACRO, G103C TWIN III ACRO, G 103 C TWIN III
2009-04-09	S 2008-11-10	Viking Air Limite	DHC-6-1, DHC-6-100, DHC-6-200, and DHC-6-300
2009-04-14		PILATUS AIRCRAFT LTD	PC-12/47E
2009-05-01	S 2007-04-12	Gippsland Aeronautics Pty. Ltd	GA8
2009-05-05		Avidyne Corporation	Primary Flight Displays
2009-05-06		Embraer	EMB-500

Biweekly 2009-06

2009-05-07	S 2008-06-17	Pilatus Aircraft Ltd	PC-12, PC-12/45, PC-12/47, PC-12/47E
2009-05-12		Cessna	208 and 208B

Biweekly 2009-07

2009-05-08		Trimble or Freeflight Systems	Appliance: Global positioning system (GPS)
2009-05-09		Bell Helicopter Textron, Inc.	Rotorcraft: 412, 412EP, 412CF
2009-06-01		Eurocopter France	Rotorcraft: EC 155B and EC155B1
2009-06-07		Agusta S.p.A.:	Rotorcraft: AB139 and AW139
2008-07-51	E	Bell Helicopter Textron Canada	Rotorcraft: 206A, 206B, and 206L and 407 and 427
2009-07-52	E, S 2009-07-52	Bell Helicopter Textron Canada	Rotorcraft: 206A, 206B, and 206L and 407 and 427
2009-07-53	E	Sikorsky Aircraft	Rotorcraft: S-92A

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Biweekly 2009-08			
2006-08-08 R1	R	Air Tractor, Inc.	AT-400, AT-401, AT-401B, AT-402, AT-402A, and AT-402B
2009-07-08		Piper	PA-46-350P and PA46R-350T
2009-07-09		DORNIER Luftfahrt GmbH	228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, Dornier 228-202, and Dornier 228-212
2009-07-13		MD Helicopters, Inc.	Rotorcraft: MD900
2009-07-14		Diamond Aircraft Industries GmbH	DA 40
2009-08-03	S 2007-19-52	Bell Helicopter Textron Canada Limited	Rotorcraft: 206A, 206B, 206L, 206L-1, 206L-3, 206L-4, 222, 222B, 222U, 230, 407, 427, and 430
2009-08-05		Liberty Aerospace Incorporated	XL-2
Biweekly 2009-09			
2009-07-52	FR	Bell Helicopter Textron Canada Limited	Rotorcraft: 206A series, 206B series, and 206L
2009-08-08		Turbomeca	Engine: Arriel 1B, 1D, and 1D1, Arriel 2B, and 2B1
2009-08-09		EADS SOCATA	TBM 700
2009-08-10	S 2009-04-14	Pilatus Aircraft Ltd	PC-12/47E
2009-08-11		Pilatus Aircraft Ltd	PC-12 and PC-12/45
2009-09-51	E	EUROCOPTER FRANCE	Rotorcraft: EC225LP
Biweekly 2009-10			
2009-07-53	FR	Sikorsky Aircraft Corporation	Rotorcraft: S-92A
2009-09-03		Turbomeca S.A.	Engine: Arriel 2B and 2B1
2009-09-04		EADS-PZL	PZL-104 WILGA 80
2009-09-09		Cessna	LC40-550FG, LC41-550FG, LC42-550FG
Biweekly 2009-11			
2009-10-04	S 2007-17-06	Diamond Aircraft	DA 40, DA 40F
2009-10-09		Cessna	See AD
2009-10-14		Hartzell	Propeller: See AD
2009-11-05	S 2008-10-12	Air Tractor, Inc.	AT-400, AT-400A, AT-402A, AT-402B, AT-502, AT-502A, AT-502B, AT-503A, AT-602, AT-802, AT-802A
Biweekly 2009-12			
2009-11-01	S 95-21-12	Eurocopter Deutschland GmbH	Rotorcraft: MBB-BK 117 A-1, A-3, A-4, B-1, B-2, and C-1
2009-11-06		M7 Aerospace LP	SA226-AT, SA226-T, SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, and SA227-DC (C-26B)
2009-11-10		Eurocopter Deutschland GmbH	EC135
2009-12-51	E	Turbomeca S.A.	Engine: Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1
Biweekly 2009-13			
2009-12-01		Bell Helicopter Textron, Inc	See AD
2009-12-07		Agusta S.p.A	Rotorcraft : A109E, A109S, A119, and AW119MKII
2009-12-12		ATR-GIE Avions de Transport Régional	ATR42-500, ATR72-212A
2009-12-14		Aeromot-Industria Mecanico Metalurgica Ltda	Glider: AMT-100, AMT-200, AMT-200S, AMT-300
2009-12-15		GROB-Werke	G120A
2009-12-16		Dornier Luftfahrt GmbH	228-100, 228-101, 228-200, 228-201, 228-202, 228-212
2009-13-01		Sikorsky	Rotorcraft: S-92A
2009-13-04		Dornier Luftfahrt GmbH	228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, Dornier 228-202, and Dornier 228-212
2009-13-05		Socata	TBM 700
2009-13-06		Piper	See AD

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Biweekly 2009-14

2009-12-51	FR	Turbomeca S.A	Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1
2009-13-10		British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200 and 3101, and Jetstream Model 3201
2009-14-01		Turbomeca S.A	Arrius 2F



2009-12-51 Turbomeca S.A.: Amendment 39-15952. Docket No. FAA-2009-0544; Directorate Identifier 2009-NE-17-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective July 15, 2009, to all persons except those persons to whom it was made immediately effective by emergency AD 2009-12-51, issued June 4, 2009, which contained the requirements of this amendment.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Turbomeca S.A. Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1 turboshaft engines if modified by Turbomeca Modification TU332 and fitted with modules M05 as listed by serial number in Figure 1 of Turbomeca S.A. Mandatory Service Bulletin (MSB) No. A292 72 0825, Version A, dated May 27, 2009. These engines are installed on, but not limited to, Eurocopter France AS350B, AS350BA, AS365N, AS350B1, AS350B2, Eurocopter Deutschland GmbH MBB-BK117-C1, Agusta A109K2, and Sikorsky S-76A+, S-76A++ and S-76C helicopters.

Unsafe Condition

(d) This AD results from reports of oil leaks from certain reduction gearbox (module M05) front casings. The engine manufacturer reported that the lubrication duct plug was not properly bonded/glued in place. This condition, if not corrected, could result in loss of the lubrication duct plug, followed by a rapid draining of the oil tank, without indication to the cockpit through low oil pressure warning. This condition can lead to uncommanded in-flight engine shutdown, possible engine fire, and an emergency autorotation landing.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Initial Visual Inspection Before Further Flight

(f) Before further flight:

(1) Visually inspect the module M05 lubrication duct for oil leakage. Use paragraph 1.C.(1)(a), paragraph 2.A., and Figure 2 of Turbomeca S.A. MSB No. A292 72 0825, Version A, dated May 27, 2009, to do the inspection.

(2) If oil leakage is found, repair the module M05 lubrication duct. Use paragraph 2.B.1, Figure 3, and Figure 4 in Turbomeca S.A. MSB No. A292 72 0825, Version A, dated May 27, 2009, to do the repair.

Repetitive Visual Inspections

(g) If no oil leakage is found, repeat the visual inspection every four flight hours, or after the last flight of each day, whichever comes first.

(h) The actions required by paragraph (g) of this AD may be performed by the owner/operator holding at least a private pilot certificate, and must be entered into the aircraft records showing compliance with this AD in accordance with 14 CFR 43.9 and 14 CFR 91.417(a)(2)(v).

Optional Terminating Action

(i) As optional terminating action to the repetitive visual inspections in paragraph (g) of this AD, repair the affected modules M05 as specified in paragraph (f)(2) of this AD.

Alternative Methods of Compliance

(j) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(k) European Aviation Safety Agency emergency airworthiness directive 2009-0117-E, dated June 2, 2009, also addresses the subject of this AD.

Contact Information

(l) For further information, contact: James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: james.lawrence@faa.gov; telephone (781) 238-7176; fax (781) 238-7199, for more information about this AD.

Material Incorporated by Reference

(m) You must use Turbomeca S.A. MSB No. A292 72 0825, Version A, dated May 27, 2009, to identify the serial numbers of modules M05 affected by this AD, and to perform the inspections and repairs required by this AD. The Director of the Federal Register approved the incorporation by

reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You can get a copy from Turbomeca, 40220 Tarnos, France; telephone (33) 05 59 74 40 00, fax (33) 05 59 74 45 15. You may review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA; or 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 June 22, 2009.

Peter A. White,
Assistant Manager, Engine and Propeller Directorate,
Aircraft Certification Service.



2009-13-10 British Aerospace Regional Aircraft: Amendment 39-15949; Docket No. FAA-2009-0570; Directorate Identifier 2009-CE-033-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective June 26, 2009.

Affected ADs

- (b) This AD affects some of the part numbers used as terminating action for AD 2007-21-17, Amendment 39-15235 (72 FR 60228, October 24, 2007).

Applicability

- (c) This AD applies to Model HP.137 Jetstream Mk.1, Jetstream Series 200 and 3101, and Jetstream Model 3201 airplanes, all serial numbers, certificated in any category.

Subject

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

Reason

- (e) The mandatory continuing airworthiness information (MCAI) states:

BAE systems have been notified by the MLG radius rod manufacturer, APPH Ltd, that a batch of incorrectly manufactured Buffer Springs (part number 184818) had been supplied to their parts distributor and MRO facilities in North America.

There is a risk that any radius rod fitted with one of these incorrectly manufactured Buffer Springs could jam in an unlocked position.

This condition, if not corrected, could result in MLG collapse.

For the reasons described above, this Emergency AD requires the replacement of each affected radius rod with a serviceable unit and allows the installation of the affected radius rods only after the accomplishment of APPH Service Bulletins 1847-32-14 and 1862-32-14.

Actions and Compliance

(f) Unless already done, do the following actions.

(1) Before further flight, inspect the main landing gear (MLG) radius rod to identify if you have one of the affected part numbers (P/Ns) (P/N 1847/D through 1847/N and 1862/D through 1862/N) installed on the airplane following British Aerospace Jetstream Series 3100 and 3200 Alert Service Bulletin 32-A-JA090640, dated June 2009. If you do not have one of the affected P/Ns installed, then only paragraphs (f)(3) and (f)(4) of this AD apply to you.

(2) If as a result of the inspection required in paragraph (f)(1) of this AD you find one of the affected P/N MLG radius rods installed on the airplane, before further flight, replace the MLG radius rod with one of the following:

(i) A serviceable MLG radius rod that is not in one of the following P/N ranges: 1847/D through 1847/N or 1862/D through 1862/N; or

(ii) An affected P/N MLG radius rod that has already been inspected following APPH Ltd. Service Bulletin 1847-32-14 or 1862-32-14, as applicable, both dated June 2009, and found to be serviceable.

(3) As of June 26, 2009 (the effective date of this AD), do not install an affected part number MLG radius rod unless it has been inspected following APPH Ltd. Service Bulletin 1847-32-14 or 1862-32-14, as applicable, both dated June 2009, and found to be serviceable.

Note 1: The inspection requirements of paragraph (f)(3) above apply to any replacement required per AD 2007-21-17.

(4) Within 30 days after the inspection required in paragraph (f)(1) of this AD, send an Accomplishment (Inspection) Report to BAE Systems following the instructions in paragraph 2.C of British Aerospace Jetstream Series 3100 and 3200 Alert Service Bulletin 32-A-JA090640, dated June 2009. Include the details of any radius rods removed.

FAA AD Differences

Note 2: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

(g) 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. 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, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et. seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Special Flight Permit

(h) Under 14 CFR 39.23, we are limiting special flight permits for the purpose of compliance with this AD under the following conditions:

(1) Operate the airplane only with the MLG in the down and verified locked position throughout the entire flight; and

(2) Coordinate additional flight restrictions with British Aerospace Regional Aircraft using the contact information provided in paragraph (j)(2) of this AD.

Related Information

(i) Refer to EASA Emergency AD No. 2009-0121-E, dated June 9, 2009; British Aerospace Jetstream Series 3100 and 3200 Alert Service Bulletin 32-A-JA090640, dated June 2009 (includes an attached Accomplishment Report); and APPH Ltd. Service Bulletins 1847-32-14 and 1862-32-14, both dated June 2009, for related information.

Material Incorporated by Reference

(j) You must use British Aerospace Jetstream Series 3100 and 3200 Alert Service Bulletin 32-A-JA090640, dated June 2009 (includes an attached Accomplishment Report) and APPH Ltd. Service Bulletins 1847-32-14 and 1862-32-14, as applicable, both dated June 2009, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact BAE Systems (Operations) Ltd., Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, United Kingdom; telephone: +44 1292 675207; fax: +44 1292 675704; e-mail: RAPublications@baesystems.com; Internet: <http://www.baesystems.com/Capabilities/Air/>.

(3) You may review copies of the service information incorporated by reference for this AD at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the Central Region, call (816) 329-3768.

(4) You may also review copies of the service information incorporated by reference for this AD 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/code_of_federal_regulations/ibr_locations.html.

Issued in Kansas City, Missouri, on June 18, 2009.

James E. Jackson,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service



2009-14-01 Turbomeca S.A: Amendment 39-15950. Docket No. FAA-2005-22039; Directorate Identifier 2005-NE-33-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective August 3, 2009.

Affected ADs

- (b) This AD supersedes AD 2005-17-17R1, Amendment 39-14940.

Applicability

- (c) This AD applies to Turbomeca S.A. Arrius 2F turboshaft engines that have not incorporated modification Tf75. These engines are installed on, but not limited to, Eurocopter EC120B helicopters.

Unsafe Condition

- (d) This AD results from the European Aviation Safety Agency (EASA) and Turbomeca S.A. mandating the incorporation of Modification Tf75. The actions specified in this AD are intended to prevent an uncommanded in-flight shutdown of the engine, which could result in a forced autorotation landing and damage to the helicopter.

Compliance

- (e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

O-ring Replacement

- (f) Replace the O-ring on the check valve piston in the lubrication unit at the intervals specified in Table 1 of this AD. Use the Instructions to be Incorporated paragraphs 2.A. through 2.C.(2) of Turbomeca Alert Service Bulletin No. A319 79 4802, Update No. 1, dated April 3, 2006, to replace the O-ring.

Table 1 – Compliance Times for O-ring Replacement

If the class of oil is:	Then replace the O-ring by the later of:	Thereafter, replace the O-ring within:
(1) HTS or unknown.	300 hours time-since-new (TSN) or 50 hours after March 21, 2007 (effective date of AD 2005-17-17R1).	300 hours time-since-last replacement (TSR).
(2) STD.	450 hours TSN or 50 hours after March 21, 2007 (effective date of AD 2005-17-17R1).	500 hours TSR.

Mandatory Terminating Action

(g) Within 150 flight hours after the effective date of this AD, do the following mandatory terminating action to the repetitive O-ring replacements:

(1) Incorporate Turbomeca Modification Tf75 by replacing the check valve piston in the lubrication unit, with a check valve piston requiring no O-ring.

(2) Use the Instructions to be Incorporated paragraphs 2.A. through 2.B.(1)(r) of Turbomeca Mandatory Service Bulletin No. 319 79 4075, Version B, dated May 14, 2008, to replace the check valve piston.

Alternative Methods of Compliance

(h) The Manager, Engine Certification Office, FAA, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(i) EASA AD 2008-0170, dated September 25, 2008, also addresses the subject of this AD.

(j) Contact Turbomeca S.A., 40220 Tarnos, France; e-mail: noria-dallas@turbomeca.com; telephone 33 05 59 74 40 00, fax 33 05 59 74 45 15, or go to: <http://www.turbomeca-support.com>, for a copy of the service information identified in this AD.

(k) Contact James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: james.lawrence@faa.gov; telephone (781) 238-7176; fax (781) 238-7199, for more information about this AD.

Material Incorporated by Reference

(l) You must use the service information specified in the following Table 2 to perform the actions required by this AD. The Director of the Federal Register approved the incorporation by reference of the documents listed in the following Table 2 in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Turbomeca S.A., 40220 Tarnos, France; e-mail: noria-dallas@turbomeca.com; telephone 33 05 59 74 40 00, fax 33 05 59 74 45 15, or go to: <http://www.turbomeca-support.com>, for

a copy of this service information. You may review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA; or 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>.

Table 2 – Incorporation by Reference

Turbomeca Alert/Mandatory Service Bulletin No.	Page	Update/Version	Date
A319 79 4802 Total Pages: 7	ALL	Update No. 1	April 3, 2006
319 79 4075 Total Pages: 9	ALL	Version B	May 14, 2008

Issued in Burlington, Massachusetts, on June 19, 2009.

Francis A. Favara,
Manager, Engine and Propeller Directorate,
Aircraft Certification Service.