



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

BIWEEKLY 2010-05

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

U.S. Department of Transportation
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 |
|---|--------------|--|---|
| Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information; | | | |
| Biweekly 2010-01 | | | |
| 2009-26-05 | | Pilatus Aircraft Ltd | PC-7 |
| 2009-26-07 | S 2009-12-51 | Turbomeca | Engine: Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1 |
| 2009-26-08 | S 2006-21-12 | AeroSpace Technologies of Australia Pty Ltd | N22B, N22S, and N24A |
| 2009-26-12 | S 2008-19-05 | Engine Components, Inc. (ECi) | See AD |
| | | | |
| Biweekly 2010-02 | | | |
| 2009-21-08 R1 | | PIAGGIO AERO INDUSTRIES S.p.A. | P-180 |
| 2010-01-03 | | Fire Fighting Enterprises Limited | See AD |
| 2010-02-01 | | Turbomeca S.A | Arriel 1B, 1D, and 1D1 |
| 2010-02-51 | E | AGUSTA S.p.A | A109A, A109A II, A109C, and A109K2 |
| | | | |
| Biweekly 2010-03 | | | |
| 2009-19-51 | | Agusta S.p.A | AB139 and AW139 |
| 2009-26-11 | S 2006-07-15 | Thrush Aircraft, Inc. | See AD |
| 2010-02-07 | | Eurocopter France | Rotorcraft: SE3160, SA315B, SA316B, SA316C, and SA319B |
| 2010-02-08 | | Turbomeca | Engine: Turmo IV A and IV C |
| 2010-03-01 | | Eurocopter France | Rotorcraft: AS332L1, AS332L2, and EC225LP |
| 2010-03-02 | | Lifesaving Systems Corp. | Appliance |
| | | | |
| Biweekly 2010-04 | | | |
| 2009-23-51 | | Sikorsky Aircraft Corporation | Rotorcraft: S-92A |
| 2010-03-03 | | Bell Helicopter Textron, Inc | Rotorcraft: 205B and 212 |
| 2010-03-04 | | PIAGGIO AERO INDUSTRIES S.p.A | P-180 |
| 2010-03-06 | | Turbomeca | Engine: Arriel 2B and 2B1 |
| 2010-03-09 | | Piaggio Aero Industries S.p.A | P-180 |
| | | | |
| Biweekly 2010-05 | | | |
| 2010-04-05 | S 2003-12-05 | McCaughey Propeller Systems | Propeller: 1A103/TCM |
| 2010-04-06 | | Thielert Aircraft Engines GmbH | Engine: TAE 125-01 |
| 2010-04-07 | | Turbomeca | Engine: Arriel 2S1 |
| 2010-04-11 | | Extra Flugzeugproduktions- und Vertriebs- GmbH | EA-300/200, EA-300/L |
| 2010-04-14 | | Augustair, Inc | 2150, 2150 ^a , 2180 |
| 2010-04-15 | | SCHEIBE-Flugzeugbau GmbH | Glider: SF 25C |
| 2010-04-16 | | SICLI | Appliance: portable fire extinguishers |
| 2010-05-02 | S 2009-08-10 | Pilatus Aircraft Ltd | PC-12/47E |
| 2010-05-51 | E | Eurocopter | Rotorcraft: EC120B |



2010-04-05 McCauley Propeller Systems: Amendment 39-16198. Docket No. FAA-2010-0093; Directorate Identifier 97-ANE-06-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective March 10, 2010.

Affected ADs

- (b) This AD supersedes AD 2003-12-05, Amendment 39-13190.

Applicability

(c) This AD applies to McCauley Propeller Systems 1A103/TCM series propellers, all serial numbers. These propellers are installed on, but not limited to Cessna 152, Cessna A152, Reims F152, and Reims FA152 series airplanes, and on airplanes with Lycoming O-235-L2C reciprocating engines modified by Supplemental Type Certificates SA1763SO, SA5695NM, SA1000NW, and SA432NE.

Unsafe Condition

(d) This AD results from 16 reports received of propeller hubs found cracked since AD 2003-12-05 was issued. We are issuing this AD to prevent propeller separation due to hub fatigue cracking, which can result in loss of control of the airplane.

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 Inspection of Propellers Not Previously Inspected

(f) For propellers not previously inspected using McCauley Service Bulletin (Alert) No. 221C, dated September 7, 1999, or McCauley Alert Service Bulletin (ASB) No. ASB221D, dated January 28, 2008, do the following:

(1) For propellers with more than 1,500 operating hours time-since-new (TSN) or unknown operating hours TSN on the effective date of this AD, within the next 50 operating hours time-in-service (TIS), do the actions specified in paragraphs (h) through (m) of this AD.

(2) For propellers with 1,500 or fewer operating hours TSN on the effective date of this AD, upon reaching 1,500 operating hours TSN or within the next 50 operating hours TIS, whichever is later, do the actions specified in paragraphs (h) through (m) of this AD.

Initial Inspection of Propellers Previously Inspected

(g) For propellers previously inspected using McCauley Service Bulletin (Alert) No. 221C, dated September 7, 1999, or McCauley ASB No. ASB221D, dated January 28, 2008, do the following:

(1) For propellers with more than 1,500 operating hours TSN on the effective date of this AD, and with 750 or more operating hours time-since-last-inspection (TSLI), within the next 50 operating hours TIS, do the actions specified in paragraphs (h) through (m) of this AD.

(2) For propellers with more than 1,500 operating hours TSN on the effective date of this AD, and with fewer than 750 operating hours TSLI, before reaching 750 operating hours TSLI or within the next 50 operating hours TIS, whichever occurs later, do the actions specified in paragraphs (h) through (m) of this AD.

(h) Visual- and dye-penetrant-inspect for cracks in the propeller hub.

(i) Inspect the bolt holes and ream the holes if necessary.

(j) Inspect the steel reinforcement plates and gaskets.

(k) Remove propellers that are not within the bolt hole inspection limits or have cracks that are not within the rework limits.

(l) Rework propellers that have cracks that meet acceptable rework limits.

(m) Use the Accomplishment Instructions of McCauley ASB No. ASB221E, dated January 28, 2010, to do the inspections, rework, and removals from service. Repetitive Propeller Inspections

(n) Thereafter, for all propellers, within every additional 750 operating hours TIS, perform the actions in paragraphs (h) through (m) of this AD.

Alternative Methods of Compliance

(o) The Manager, Wichita Aircraft 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.

Special Flight Permits

(p) Under 39.23, we are limiting the availability of special flight permits for this AD. Special flight permits are available only if:

(1) The operator has not observed abnormal propeller vibration or abnormal engine vibration.

(2) The operator has not made earlier reports of abnormal propeller vibration, abnormal engine vibration, or other abnormal propeller operations that have not been addressed.

Related Information

(q) Contact Thomas Teplik, Aerospace Engineer, Wichita Aircraft Certification Office, FAA, Small Airplane Directorate, 1801 Airport Road, Room 100, Wichita, KS 67209; e-mail:

thomas.teplik@faa.gov; telephone: (316) 946-4196; fax: (316) 946-4107, for more information about this AD.

Material Incorporated by Reference

(r) You must use McCauley Propeller Systems Alert Service Bulletin No. ASB221E, dated January 28, 2010, to perform the inspections, rework, and removals from service 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. Contact McCauley Propeller Systems, 5800 E. Pawnee, Wichita, KS 67218, telephone: (800) 621-7767; e-mail: productsupport@mccauley.textron.com; Web: <http://www.mccauley.textron.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>.

Issued in Burlington, Massachusetts, on February 8, 2010.

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



2010-04-06 Thielert Aircraft Engines GmbH: Amendment 39-16199. Docket No. FAA-2009-0747; Directorate Identifier 2009-NE-28-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective March 30, 2010.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Thielert Aircraft Engines GmbH (TAE) model TAE 125-01 reciprocating engines, all serial numbers (S/N) up to- and- including S/N 02-01-1018. These engines are installed in, but not limited to, Diamond Aircraft Industries Model DA42, Piper PA-28-161 (Supplemental Type Certificate (STC) No. SA03303AT), Cessna 172F, 172G, 172H, 172I, 172K, 172L, 172M, 172N, 172P, 172R, 172S, F172F, F172G, F172H, F172K, F172L, F172M, F172N, and F172P (STC No. SA01303WI) airplanes.

Reason

(d) This AD results from mandatory continuing airworthiness information (MCAI) issued 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:

An in-flight engine shutdown incident was reported on an aircraft equipped with a TAE 125-01 engine. This was found to be mainly the result of a blockage of the scavenge oil gear pump due to a broken axial bearing of the turbocharger. The broken parts were sucked into the oil pump and caused seizure. With the pump inoperative, the separator overfilled, causing the engine oil to escape via the breather vent line. This caused a loss of oil that resulted in the engine overheating and subsequent shutdown.

We are issuing this AD to prevent engine in-flight shutdown, possibly resulting in reduced control of the aircraft.

Actions and Compliance

(e) Unless already done, do the following actions within the next 50 flight hours after the effective date of this AD:

- (1) Modify the engine oil system by installing a filter adaptor to the catch tank.
- (2) Use the installation instructions in Thielert Service Bulletin No. TM TAE 125-0016, Revision 1, dated June 15, 2007, to install the filter adaptor.

FAA AD Differences

(f) This AD differs from the Mandatory Continuing Airworthiness Information (MCAI) as follows:

(1) The MCAI compliance time states "within the next 50 flight hours after the effective date of this directive, but not later than 31 October 2007, whichever occurs first".

(2) This AD compliance time states "within the next 50 flight hours after the effective date of this AD."

Related Information

(g) Refer to European Aviation Safety Agency AD 2007-0232, dated August 23, 2007, for related information.

(h) Contact Tara Chaidez, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: tara.chaidez@faa.gov; telephone (781) 238-7773; fax (781) 238-7199, for more information about this AD.

Material Incorporated by Reference

(i) You must use Thielert Service Bulletin No. TM TAE 125-0016, Revision 1, dated June 15, 2007, 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 Thielert Aircraft Engines GmbH, Platanenstrasse 14 D-09350, Lichtenstein, Germany, telephone: +49-37204-696-0; fax: +49-37204-696-55; e-mail: info@centurion-engines.com.

(3) 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 February 8, 2010.
Peter A. White,
Assistant Manager, Engine and Propeller Directorate,
Aircraft Certification Service.



2010-04-07 Turbomeca: Amendment 39-16200. Docket No. FAA-2009-0568; Directorate Identifier 2009-NE-20-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective March 23, 2010.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Turbomeca Arriel 2S1 turboshaft engines that have not incorporated Modification TU 109. These engines are installed on, but not limited to, Sikorsky S-76C twin-engine helicopters.

Reason

(d) This AD results from mandatory continuing airworthiness information (MCAI) issued by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. We are issuing this AD to prevent loss of full automatic control of the engine during acceleration up to the One Engine Inoperative 30-second rating. This condition could result in reduced controllability of the helicopter.

Actions and Compliance

- (e) Unless already done, do the following actions:
- (1) Within 350 operating hours after the effective date of this AD, perform an upgrade of the digital electronic control unit (DECU) software to version 11.01, to implement modification TU 109.
 - (2) Guidance on implementing TU 109 can be found in Turbomeca Mandatory Service Bulletin No. 292 73 2109, Version E, dated September 17, 2008.

Prohibition of Mixed DECU Software Versions on the Same Helicopter

(3) Do not operate an Arriel 2S1-powered twin-engine helicopter with one engine upgraded to modification TU 109 if the other engine is not upgraded to modification TU 109.

FAA AD Differences

(f) This AD differs from the Mandatory Continuing Airworthiness Information (MCAI) and/or service information as follows:

(1) The MCAI requires performing the DECU software upgrade no later than August 31, 2010.

(2) This proposed AD would require performing the DECU software upgrade within 350 operating hours after the effective date of the proposed AD.

Alternative Methods of Compliance (AMOCs)

(g) The Manager, Engine Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

(h) Refer to MCAI EASA Airworthiness Directive 2009-0010, dated January 20, 2009, and Turbomeca Mandatory Service Bulletin No. 292 73 2109, Version E, dated September 17, 2008, for related information. Contact Turbomeca, 40220 Tarnos, France; telephone (33) 05 59 74 40 00, fax (33) 05 59 74 45 15 for the service information identified in this AD.

(i) Contact Kevin Dickert, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: kevin.dickert@faa.gov; telephone (781) 238-7117; fax (781) 238-7199, for more information about this AD.

Material Incorporated by Reference

(j) None.

Issued in Burlington, Massachusetts, on February 8, 2010.

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



2010-04-11 Extra Flugzeugproduktions- und Vertriebs- GmbH: Amendment 39-16204; Docket No. FAA-2009-1025; Directorate Identifier 2009-CE-055-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective March 30, 2010.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to the following model and serial number airplanes, certificated in any category:

- (1) Model EA-300/200 airplanes, serial numbers (S/N) 01 through 31, and 1032 through 1043; and
- (2) Model EA-300/L airplanes, S/N 01 through 170, 172, 173, 1171, and 1174 through 1299.

Subject

- (d) Air Transport Association of America (ATA) Code 53: Fuselage.

Reason

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

The manufacturer has advised that the combination of a redesigned tail spring support with a stiffer tail spring and rough field operations has led to cracks in the tail spring support mounting base. Cracks have also been reported on aeroplanes already compliant with Part II of Extra Service Bulletin No. SB-300-2-97 issue A, as mandated by the LBA AD D-1998-001, dated 15 January 1998.

For the reasons stated above, this new AD mandates instructions for recurring inspections and modification in the area of the tail spring support in order to prevent separation of the tail landing gear which could result in serious damage to the airplane during landing.

Actions and Compliance

- (f) Unless already done, do the following actions:

(1) Before further flight after March 30, 2010 (the effective date of this AD) and repetitively thereafter at intervals not to exceed 50 hours time-in-service, inspect the tail spring support for cracks in accordance with PART I of Extra Flugzeugproduktions- und Vertriebs- GmbH EXTRA Service Bulletin No. SB-300-2-97, Issue: C, dated September 24, 2009.

(2) If any crack is found as a result of the inspections required by paragraph (f)(1) of this AD, before further flight, modify the tail spring support structure as instructed in PART II of Extra Flugzeugproduktions- und Vertriebs- GmbH EXTRA Service Bulletin No. SB-300-2-97, Issue: C, dated September 24, 2009. Modification of the tail spring support structure terminates the repetitive inspections required in paragraph (f)(1) of this AD.

(3) You may at any time modify the tail spring support structure as instructed in PART II of Extra Flugzeugproduktions- und Vertriebs- GmbH EXTRA Service Bulletin No. SB-300-2-97, Issue: C, dated September 24, 2009, to terminate the repetitive inspections required in paragraph (f)(1) of this AD.

FAA AD Differences

Note: 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: Greg Davison, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; 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.

Related Information

(h) Refer to MCAI European Aviation Safety Agency AD No.: 2009-0160, July 21, 2009 (corrected on July 28, 2009); and Extra Flugzeugproduktions- und Vertriebs- GmbH EXTRA Service Bulletin No. SB-300-2-97, Issue: C, dated September 24, 2009, for related information.

Material Incorporated by Reference

(i) You must use Extra Flugzeugproduktions- und Vertriebs- GmbH EXTRA Service Bulletin No. SB-300-2-97, Issue: C, dated September 24, 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 Extra Flugzeugproduktions- und Vertriebs- GmbH, Engineering Department/Office of Airworthiness/Quality Assurance, Schwarze Heide 21, 46569 Hünxe, Germany; Fax: +49 (0) 2858-9137-30; E-Mail: extraaircraft@extraaircraft.com.

(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 February 10, 2010.
Steven W. Thompson,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2010-04-14 Augustair, Inc.: Amendment 39-16207; Docket No. FAA-2010-0121; Directorate Identifier 2010-CE-001-AD.

Effective Date

(a) This AD becomes effective on March 24, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the following airplane models and serial numbers that are certificated in any category:

| Model | Serial Numbers | Note |
|--------------|---|---|
| 2150 | FP-1 through FP-10 and MS-1-P | These aircraft were produced by Morrisey Aviation Inc. |
| 2150A | SFP-11, SP12 through SP-33, and SP-35 through SP-45 | These aircraft were produced by Shinn Engineering Company, Santa Ana, California, under licensing agreement with Morrisey Aviation Inc. |
| 2150A | VAC-50 through VAC-52, and VAC-54-76 through VAC-189-85 | These aircraft were produced by Varga Aircraft Corporation, Chandler, Arizona. |
| 2180 | VAC-68-77 through VAC-191-82 | These aircraft were produced by Varga Aircraft Corporation, Chandler, Arizona. |

Subject

(d) Air Transport Association of America (ATA) Code 55: Stabilizers.

Unsafe Condition

(e) This AD is the result of six reports of Augustair, Inc. Models 2150A and 2180 airplanes with a cracked vertical stabilizer front spar. We are issuing this AD to detect and correct cracks in the vertical stabilizer front spar, which could result in separation of the vertical stabilizer from the airplane. This failure could lead to loss of control.

Compliance

(f) To address this problem, you must do the following, unless already done:

(1) Before further flight after March 24, 2010 (the effective date of this AD), visually inspect the vertical stabilizer front spar for cracks and other damage (loose fasteners, corrosion, scratches) following section 2, paragraph A, of Augustair Service Bulletin SB2009-1, Revision B, dated February 2, 2010.

(2) At the applicable compliance time specified in paragraph (f)(2)(i) and (f)(2)(ii) of this AD, do a detailed inspection of the vertical stabilizer front spar for cracks and other damage, repair any damage found, and install a doubler to the vertical stabilizer front spar following section 2, paragraph B, of Augustair Service Bulletin SB2009-1, Revision B, dated February 2, 2010.

(i) Before further flight after the inspection required in paragraph (f)(1) of this AD where cracks or other damage is found; or

(ii) Within 10 hours time-in-service (TIS) after the inspection required in paragraph (f)(1) of this AD where no cracks or other damage was found.

(3) Report the inspection results from paragraph (f)(2) of this AD within 30 days after the inspection or within 30 days after March 24, 2010 (the effective date of this AD), whichever occurs later. Send your report to ATTN: Hal Horsburgh, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office (ACO), 1701 Columbia Avenue, College Park, Georgia 30337; fax: (404) 474-5606; e-mail: hal.horsburgh@faa.gov. The Office of Management and Budget (OMB) approved the information collection requirements contained in this regulation under the provisions of the Paperwork Reduction Act and assigned OMB Control Number 2120-0056. Include in your report the following information:

(1) Aircraft model and serial number;

(2) Aircraft hours TIS;

(3) Answer whether any crack was found and, if so, the crack location and size;

(4) Description of any previous modifications or repairs in the vertical stabilizer spar attachment area or if the airplane was modified with a different engine model or propeller model than originally installed on the airplane and hours TIS when the modification was done;

(5) Corrective action taken;

(6) Answer yes or no whether other damage was found; and if so, describe it;

(7) Point of contact name and phone number; and

(8) Clearly identify the AD No., Docket No., and Directorate Identifier of the AD action requiring the report.

Alternative Methods of Compliance (AMOCs)

(g) The Manager, Atlanta 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. Send information to ATTN: Hal Horsburgh, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office (ACO), 1701 Columbia Avenue, College Park, Georgia 30337; telephone: (404) 474-5553; fax: (404) 474-5606; e-mail: hal.horsburgh@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.

Material Incorporated by Reference

(h) You must use Augustair Service Bulletin SB2009-1, Revision B, dated February 2, 2010, 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 Augustair, Inc., 1809 Hephzibah McBean Rd., Hephzibah, Georgia 30815; telephone: (706) 836-8610; fax: (706) 925-2847; Internet: <http://VG21squadron.com>; e-mail: lorenperry@aol.com.

(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 February 11, 2010.
Steven W. Thompson,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2010-04-15 SCHEIBE-Flugzeugbau GmbH: Amendment 39-16208; Docket No. FAA-2010-0125; Directorate Identifier 2010-CE-005-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective March 15, 2010.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Model SF 25C gliders, serial numbers 44365 through 44370, 44372, 44374, 44375, and 44377 through 44450, certificated in any category.

Subject

- (d) Air Transport Association of America (ATA) Code 55: Stabilizers.

Reason

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

The aileron hinges and the stabilizer are fastened with steel tube rivets and brass tube rivets. During a complete overhaul, broken brass tube rivets have been detected. It has been determined that, due to production quality issue, the upset heads of the brass tube rivets could break under normal load conditions.

This condition, if not corrected, could possibly lead to loss of control of the powered sailplane.

For the reason described above, this AD requires an inspection of the affected tube rivets and, if necessary, their replacement.

Actions and Compliance

- (f) Unless already done, do the following actions in accordance with SCHEIBE AIRCRAFT GMBH Service Bulletin 653-64, dated November 10, 2009.

(1) Within the next 2 days after March 15, 2010 (the effective date of this AD), remove the paint of the tube rivet heads at the aileron-hinges at wing rib No. 16 (in the area located at the lower side of the wing), disconnect the aileron from the wings, disconnect the elevator from the stabilizer,

and inspect the tube rivet heads at the stabilizer to fuselage fittings to determine if the tube rivet heads are steel or brass.

(2) If the aileron hinges and the stabilizer to fuselage fittings are connected to the ribs and the spar with steel tube rivets, no further action is required.

(3) If the aileron hinges or the stabilizer to fuselage fittings are connected to the ribs and the spar with brass tube rivets 8x0, 75 mm, before further flight after the inspection required in paragraph (f)(1) of this AD, replace the brass tube rivets with screws.

FAA AD Differences

Note: 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: Greg Davison, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; fax: (816) 329-4090; e-mail: gregory.davison@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, 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.

Related Information

(h) Refer to MCAI European Aviation Safety Agency (EASA) Emergency AD No. 2010-0011-E, dated January 25, 2010, and SCHEIBE AIRCRAFT GMBH Service Bulletin 653-64, dated November 10, 2009, for related information.

Material Incorporated by Reference

(i) You must use SCHEIBE AIRCRAFT GMBH Service Bulletin 653-64, dated November 10, 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 Scheibe Aircraft GmbH, Am Flugplatz 5, 73540 Heubach, Germany; telephone: +49(0)7173 184286; fax: 4(0)7173 185587.

(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 February 12, 2010.

Steven W. Thompson,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 2010-3186 Filed 2-22-10; 8:45 am]
BILLING CODE 4910-13-P



2010-04-16 SICLI (formerly General Incendie MAIP): Amendment 39-16209. Docket No. FAA-2010-0126; Directorate Identifier 2010-NM-015-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective March 8, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Type H1-10 AIR Halon 1211 (BCF) portable fire extinguishers manufactured by SICLI, having part number (P/N) 1708337B4 and having any serial number listed in Table 1 of this AD. These fire extinguishers may be installed on (or carried or stowed on board) various airplanes and rotorcraft, certificated in any category, identified in but not limited to the airplanes and rotorcraft of the manufacturers included in Table 2 of this AD, all type-certificated models.

Table 1 – Serial Numbers of Affected SICLI Fire Extinguishers, P/N 1708337B4

| | | |
|---|-------------------------------|-------------------------------|
| Serial Nos. | 0843563 | 0843988 through 0844016 incl. |
| 0843113 and 0843114 | 0843565 through 0843574 incl. | 0844018 through 0844043 incl. |
| 0843329, 0843330 and 0843331 | 0843579 through 0843587 incl. | 0844045 and 0844046 |
| 0843333 through 0843339 inclusive (incl.) | 0843589 through 0843629 incl. | 0844048 and 0844049 |
| 0843341 through 0843350 incl. | 0843631 through 0843676 incl. | 0844051 through 0844069 incl. |
| 0843352 through 0843358 incl. | 0843679 through 0843700 incl. | 0844071 through 0844077 incl. |
| 0843360 through 0843369 incl. | 0843702 through 0843737 incl. | 0844079 through 0844109 incl. |
| 0843372 | 0843739 through 0843780 incl. | 0844111 and 0844112 |
| 0843374 through 0843386 incl. | 0843782 through 0843845 incl. | 0844115 through 0844119 incl. |
| 0843388 | 0843847 and 0843848 | 0844121 through 0844125 incl. |
| 0843390 through 0843407 incl. | 0843850 through 0843856 incl. | 0844127 through 0844161 incl. |
| 0843409 through 0843464 incl. | 0843858 through 0843861 incl. | 0844163 through 0844190 incl. |
| 0843466 through 0843468 incl. | 0843863 through 0843878 incl. | 0844192 and 0844193 |
| 0843470 and 0843471 | 0843879 through 0843902 incl. | |
| 0843473 | 0843904 through 0843934 incl. | |
| 0843475 | 0843936 through 0843951 incl. | |
| 0843477 | 0843953 through 0843957 incl. | |
| 0843479 through 0843487 incl. | 0843959 through 0843969 incl. | |
| 0843489 through 0843522 incl. | 0843971 | |
| 0843524 through 0843552 incl. | 0843973 through 0843977 incl. | |
| 0843554 through 0843561 incl. | 0843979 through 0843982 incl. | |
| | 0843984, 0843985 and 0843986 | |

| | | |
|-------------------------------|-------------------------------|-------------------------------|
| 0844195 | 0844403 through 0844415 incl. | 0844621 through 0844626 incl. |
| 0844197 | 0844417 through 0844422 incl. | 0844628 through 0844635 incl. |
| 0844199 through 0844218 incl. | 0844424 through 0844428 incl. | 0844637 through 0844660 incl. |
| 0844220 through 0844225 incl. | 0844430 through 0844436 incl. | 0844663 through 0844666 incl. |
| 0844228 through 0844240 incl. | 0844439 through 0844450 incl. | 0844668 |
| 0844242 through 0844249 incl. | 0844452 through 0844454 incl. | 0844670 through 0844673 incl. |
| 0844253 through 0844257 incl. | 0844456 through 0844470 incl. | 0844676 through 0844685 incl. |
| 0844259 through 0844263 incl. | 0844472 through 0844475 incl. | 0844687 through 0844692 incl. |
| 0844265 through 0844267 incl. | 0844477 through 0844494 incl. | 0844694 through 0844702 incl. |
| 0844269 through 0844280 incl. | 0844496 through 0844512 incl. | 0844704 through 0844708 incl. |
| 0844282 through 0844286 incl. | 0844514 through 0844518 incl. | 0844710 through 0844723 incl. |
| 0844288 and 0844289 | 0844520 through 0844524 incl. | 0844725 through 0844730 incl. |
| 0844291 through 0844303 incl. | 0844526 | 0844732 through 0844741 incl. |
| 0844305 through 0844317 incl. | 0844528 | 0844743 through 0844747 incl. |
| 0844319 through 0844332 incl. | 0844530 | 0844749 through 0844771 incl. |
| 0844334 through 0844337 incl. | 0844534 | 0844773 through 0844778 incl. |
| 0844339 through 0844376 incl. | 0844536 through 0844568 incl. | 0844781 through 0844792 incl. |
| 0844379 through 0844398 incl. | 0844570 through 0844592 incl. | 0844794 through 0844801 incl. |
| 0844400 and 0844401 | 0844594 through 0844619 incl. | 0844803 through 0844837 incl. |

Table 2 – Affected Airplanes and Rotorcraft

| Manufacturer |
|--|
| Airbus |
| ATR – GIE Avions de Transport Régional |
| The Boeing Company |
| Bombardier, Inc. |
| Cessna Aircraft Company |
| Dassault-Aviation |
| Empresa Brasileira de Aeronautica S.A. (EMBRAER) |
| Eurocopter Canada Limited |
| Eurocopter Deutschland GMBH (ECD) |
| Eurocopter France |
| McDonnell Douglas Corporation |

Subject

(d) Air Transport Association (ATA) of America Code 26: Fire Protection.

Reason

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

The Civil Aviation Authority of the United Kingdom (UK) has informed EASA [European Aviation Safety Agency] that significant quantities of Halon 1211 gas, determined to be outside the required specification, have been supplied to the aviation industry for use in fire extinguishing equipment. Halon 1211 (BCF) is used in portable fire extinguishers, usually fitted or stowed in aircraft passenger cabins and flight decks.

EASA published Safety Information Bulletin (SIB) 2009-39 on 23 October 2009 to make the aviation community aware of this safety concern.

The results of the ongoing investigation have now established that LyonTech Engineering Ltd, a UK-based company, has supplied further consignments of Halon 1211 (BCF) to SICLI that do not meet the required specification. This Halon 1211 has subsequently been used to fill P/N [part number] 1708337B4 portable fire extinguishers that are now likely to be installed in or carried on board aircraft.

The contaminated nature of this gas, when used against a fire, may provide reduced fire suppression, endangering the safety of the aircraft and its occupants. In addition, extinguisher activation may lead to release of toxic fumes, possibly causing injury to aircraft occupants.

For the reason described above, this EASA AD requires the identification and removal from service of certain batches of fire extinguishers and replacement with serviceable units.

Compliance

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

Actions

(g) Within 90 days after the effective date of this AD, replace all Type H1-10 AIR Halon 1211 (BCF) portable fire extinguishers manufactured by SICLI, having P/N 1708337B4 and having any serial number listed in Table 1 of this AD, with serviceable fire extinguishers.

(h) Within 90 days after doing any replacement required by paragraph (g) of this AD, return the affected fire extinguisher to: SICLI, ZI la Saunière, 89600 Saint Florentin, France; telephone: +33 (0)3 8643 7930; fax: +33 (0)3 8635 3632; e-mail jerome.villette@sicli.com; Web site: <http://www.sicli.com>.

(i) As of the effective date of this AD, do not install any SICLI fire extinguisher having P/N 1708337B4 and a serial number listed in Table 1 of this AD, on any airplane or rotorcraft.

FAA AD Differences

Note 1: This AD differs from the MCAI and/or service information as follows:

(1) EASA AD 2009-0278, dated December 22, 2009, specifies a time of 30 days to do the actions. This AD requires that the actions be done within 90 days. We have determined that a 90-day compliance time will ensure an acceptable level of safety.

(2) EASA AD 2009-0278 includes fire extinguishers having certain serial numbers in its applicability. The EASA AD also includes a requirement to inspect to determine if the fire extinguishers have those serial numbers and replacement if necessary. Since the affected fire extinguishers are part of the applicability, it is not necessary to also require inspecting for them. Therefore, this AD includes fire extinguishers having certain serial numbers in its applicability and does not include an additional requirement to inspect for serial numbers; this AD requires replacement of all affected fire extinguishers.

Other FAA AD Provisions

(j) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The manager of the office having certificate responsibility for the affected product has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Before using any approved AMOC on any aircraft to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically reference this AD.

(i) For transport airplanes: Send information to ATTN: Dan Rodina, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-2125; fax (425) 227-1149.

(ii) For small airplanes: Send information to ATTN: Leslie B. Taylor, Aerospace Engineer, Standards Staff, Small Airplane Directorate, FAA, 901 Locust Street, Room 301, Kansas City, MO 64106; telephone (816) 329-4134; fax (816) 329-4090.

(iii) For rotorcraft: Send information to ATTN: DOT/FAA Southwest Region, J.R. Holton, Jr., ASW-112, Aviation Safety Engineer, Rotorcraft Directorate, Safety Management Group, 2601 Meacham Blvd., Fort Worth, TX 76137; telephone (817) 222-4964; fax (817) 222-5961.

(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.

Related Information

(k) Refer to MCAI EASA Airworthiness Directive 2010-0278, dated December 22, 2009, for related information.

Material Incorporated by Reference

(1) None.

Issued in Washington, DC, on February 4, 2010.
Kalene C. Yanamura,
Acting Director,
Aircraft Certification Service.



2010-05-02 Pilatus Aircraft Ltd.: Amendment 39-16211; Docket No. FAA-2009-1158; Directorate Identifier 2009-CE-063-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective April 1, 2010.

Affected ADs

(b) This AD supersedes AD 2009-08-10, Amendment 39-15883.

Applicability

(c) This AD applies to Model PC-12/47E airplanes, all manufacturer serial numbers (MSN), certificated in any category.

Subject

(d) Air Transport Association of America (ATA) Code 34: Navigation.

Reason

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

Field reports have indicated that the possibility exists that both Primary Flight Displays (PFDs) could indicate a roll attitude offset of up to 10 degrees in the same direction if an accelerated turn onto the active runway is performed immediately followed by take-off. In addition, annunciated heading splits have been reported. This condition has been reported to correct itself after several minutes.

Additionally, if the aeroplane is operating in geographical latitudes with low horizontal magnetic field strength, incorrect heading may be displayed if the ADAHRS switches from GPS track to magnetometer heading while the aeroplane is on the ground.

This situation, if not corrected, could result in an undesired bank angle, heading splits and/or incorrect heading, which would constitute an unsafe condition.

As a short-term interim measure, AD 2009-0028-E has been released in February 2009 to limit at 30° the bank angle during climb. Afterwards, as a result of the ongoing investigation, the problem has been temporarily addressed with some limitations in the

take-off procedure. These limitations have been mandated by AD 2009-0080-E which superseded AD 2009-0028-E.

In order to terminate the operational limitations, an updated ADAHRS version with improved software was developed.

For the reasons described above, this AD supersedes AD 2009-0080-E and mandates as a terminating action either an update of the ADAHRS software or the replacement of the ADAHRS unit.

From MSN 1181 and subsequent an improved ADAHRS unit was implemented during production.

Actions and Compliance

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

(1) For MSN 545 and MSN 1001 through MSN 1180, before further flight after April 20, 2009 (the effective date of AD 2009-08-10), incorporate Pilatus Aircraft Ltd. Temporary Revision No. 11 to PC-12/47E Pilot's Operating Handbook (POH), Report No. 02277, dated March 18, 2009, into the Pilatus PC-12/47E POH. The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations 14 CFR 43.7 may do this action. Make an entry in the aircraft records showing compliance with this portion of the AD following 14 CFR 43.9.

(2) For MSN 545 and MSN 1001 through MSN 1180, within 180 days after April 1, 2010 (the effective date of this AD):

(i) Update the air data, attitude, and heading reference system (ADAHRS) software following the accomplishment instructions of Honeywell International Inc. Service Bulletin KSG 7200-34-09, Revision 0, dated September 24, 2009; or

(ii) Replace ADAHRS unit KSG 7200 Honeywell Part Number (P/N) 065-00188-5102, Software Version MOD 02/02 (Pilatus P/N 985.99.12.192) with a new ADAHRS unit with Honeywell P/N 065-00188-5103 (Pilatus P/N 985.99.12.205) following the accomplishment instructions of Pilatus Aircraft Ltd. Pilatus PC-12 Service Bulletin No. 34-022, dated October 5, 2009.

(3) For MSN 545 and 1001 through 1180, before further flight after the actions required by paragraph (f)(2) of this AD, remove Pilatus Aircraft Ltd. Temporary Revision No. 11 to PC-12/47E Pilot's Operating Handbook, Report No. 02277, dated March 18, 2009.

(4) Do not install an ADAHRS unit with Honeywell P/N 065-00188-5102 (Pilatus P/N 985.99.12.192) on any affected Model PC-12/47E airplane, as follows:

(i) For MSN 545 and 1001 through 1180 airplanes, as of 180 days after April 1, 2010 (the effective date of this AD); and

(ii) For all other MSNs, as of April 1, 2010 (the effective date of this AD).

FAA AD Differences

Note: 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: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; 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.

Related Information

(h) Refer to MCAI European Aviation Safety Agency (EASA) AD No. 2009-0249, dated November 20, 2009, Pilatus Aircraft Ltd. Temporary Revision No. 11 to PC-12/47E Pilot's Operating Handbook, Report No. 02277, dated March 18, 2009; Honeywell International Inc. Service Bulletin KSG 7200-34-09, Revision 0, dated September 24, 2009; and Pilatus Aircraft Ltd. Pilatus PC-12 Service Bulletin No: 34-022, dated October 5, 2009, for related information.

Material Incorporated by Reference

(i) You must use Pilatus Aircraft Ltd. Temporary Revision No. 11 to PC-12/47E Pilot's Operating Handbook, Report No. 02277, dated March 18, 2009; Honeywell International Inc. Service Bulletin KSG 7200-34-09, Revision 0, dated September 24, 2009; and Pilatus Aircraft Ltd. Pilatus PC-12 Service Bulletin No: 34-022, dated October 5, 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 Honeywell International Inc. Service Bulletin KSG 7200-34-09, Revision 0, dated September 24, 2009; and Pilatus Aircraft Ltd. Pilatus PC-12 Service Bulletin No: 34-022, dated October 5, 2009, under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On April 20, 2009 (74 FR 17384, April 15, 2009), the Director of the Federal Register previously approved the incorporation by reference of Pilatus Aircraft Ltd. Temporary Revision No. 11 to PC-12/47E Pilot's Operating Handbook, Report No. 02277, dated March 18, 2009.

(3) For service information identified in this AD:

(i) Pilatus service information: 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 e-mail: SupportPC12@pilatus-aircraft.com. You may get Pilatus Aircraft Ltd. Temporary Revision No. 11 to PC-12/47E Pilot's Operating Handbook, Report No.

02277, dated March 18, 2009, from the Web site of the Swiss Federal Office of Civil Aviation (FOCA): <http://www.bazl.admin.ch/fachleute/lufttechnik/entwicklung/00677/index.html?lang=en>.

(ii) Honeywell service information: contact Honeywell International Inc., 23500 West 105th Street, Olathe, Kansas 66061-8425, U.S.A., CAGE: 22373; telephone: (800) 601-3099 (toll free U.S.A./Canada); telephone: (602) 365-3099 (international direct); telephone: 00-800-601-30999 (EMEA Toll Free); telephone: 420-234-625-500 (EMEA Direct); Internet: <http://www.bendixking.com>; e-mail: Karen.Attebery@honeywell.com; telephone: (913) 712-2301; fax: (913) 712-2301.

(4) 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.

(5) 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 February 16, 2010.

Kim Smith,
Manager, Small Airplane Directorate,
Aircraft Certification Service.



FAA
Aviation Safety

EMERGENCY

AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/

DATE: February 24, 2010

AD #: 2010-05-51

This Emergency Airworthiness Directive (AD) is prompted by a mandatory continuing airworthiness information (MCAI) AD issued by the European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community. The MCAI AD states that ECF has been informed of an emergency landing due to excessive vibrations originating from the main rotor. The MCAI AD also states that as a result of an investigation, it was determined that the main rotor head rotor hub (rotor hub) had failed in the attachment area of one of the three drag damper fittings. This condition, if not corrected, could result in failure of a hub, excessive vibrations, loss of a main rotor blade, and subsequent loss of control of the helicopter.

The FAA has reviewed Emergency Alert Service Bulletin No. 05A012, Revision 1, dated February 19, 2010 (EASB), which specifies inspecting the rotor hub for a crack. Also, if you find local deterioration (scoring or paint spalling), the EASB specifies sanding the area, removing the finish paint until the primer coat becomes visible, and inspecting the area for a crack. If you find a crack, the EASB specifies replacing the affected rotor hub with a new rotor hub.

EASA, the airworthiness authority for France, notified the FAA that an unsafe condition may exist on these helicopter models. EASA advises of an emergency landing due to a set of amplitude vibrations originating from the main rotor. EASA classified the EASB as mandatory and issued AD No. 2010-0026-E, dated February 19, 2010, to ensure the continued airworthiness of these helicopters in France.

This helicopter model is manufactured in France and is type certificated for operation in the United States under the provisions of 14 CFR 21.29 and the applicable bilateral agreement. Pursuant to the applicable bilateral agreement with France, EASA, their technical agent, has kept the FAA informed of the situation described above. The FAA has examined the findings of EASA, reviewed all available information, and determined that AD action is necessary for helicopters of this type design that are certificated for operation in the United States.

This unsafe condition is likely to exist or develop on other helicopters of the same type design. Therefore, this AD requires, at specified intervals, inspecting the rotor hub for a crack. If you find scoring, paint flaking, or left-over identification plate adhesive, the AD requires sanding the area using abrasive paper until the primer coat becomes visible and inspecting the specified areas of the rotor hub for a crack. If you find a crack, the AD requires, before further flight, replacing the rotor hub with an airworthy rotor hub. The actions must be done by following specified portions of the EASB.

This AD differs from the MCAI AD in that we refer to flight hours as hours TIS. Also, we do not require you to contact the manufacturer.

This rule is issued under 49 U.S.C. Section 44701 pursuant to the authority delegated to me by the Administrator, and is effective immediately upon receipt of this emergency AD.

2010-05-51 EUROCOPTER FRANCE: Directorate Identifier 2010-SW-024-AD.

Applicability: Model EC120B helicopters, with a main rotor head with a rotor hub, part number (P/N) C622A1002103, C622A1002104, or C622A1002105, installed, certificated in any category.

Compliance: Required as indicated.

To prevent failure of a main rotor hub, excessive vibrations, loss of a main rotor blade, and subsequent loss of control of the helicopter, do the following:

(a) Within 15 hours time-in-service (TIS), unless done previously, and thereafter at intervals not to exceed 15 hours TIS, inspect the rotor hub for a crack in the areas depicted in Figures 1 and 2, areas "A1" and "A2," of Emergency Alert Service Bulletin No. 05A012, Revision 1, dated February 19, 2010 (EASB). If the identification plate "b" depicted in Figure 2 of the EASB is in the inspection areas "A1" or "A2," remove the plate and clean the area where the identification plate information will be marked "B," by following the Accomplishment Instructions, paragraph 2.B.2.a., of the EASB.

(1) If you find scoring, paint flaking, or left-over identification plate adhesive, sand the area using No. 600-grit (fine grit) abrasive paper until the primer coat becomes visible and inspect the rotor hub for a crack.

(2) If you find a crack, before further flight, replace the rotor hub with an airworthy rotor hub.

(b) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Safety Management Group, ATTN: DOT/FAA Southwest Region, Gary Roach, ASW-111, Aviation Safety Engineer, Rotorcraft Directorate, Regulations and Guidance Group, 2601 Meacham Blvd, Fort Worth, Texas 76137, telephone (817) 222-5130, fax (817) 222-5961, for information about previously approved alternative methods of compliance.

(c) Special flight permits will not be issued.

(d) The Joint Aircraft System/Component (JASC) Code is 6220: Main Rotor Head.

(e) Copies of the applicable service information may be obtained from American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, TX 75053-4005, telephone (800) 232-0323, fax (972) 641-3710, or at <http://www.eurocopter.com>

(f) Emergency AD 2010-05-51, issued February 24, 2010, becomes effective upon receipt.

Note: The subject of this AD is addressed in European Aviation Safety Agency AD No. 2010-0026-E, dated February 19, 2010.

FOR FURTHER INFORMATION CONTACT: DOT/FAA Southwest Region, Gary Roach, ASW-111, Aviation Safety Engineer, Rotorcraft Directorate, Regulations and Guidance Group, 2601 Meacham Blvd, Fort Worth, Texas 76137, telephone (817) 222-5130, fax (817) 222-5961.

Issued in Fort Worth, Texas, on February 24, 2010.

Lance T. Gant,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.