



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

BIWEEKLY 2011-13

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

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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 2011-01			
2010-17-18 R1	R	Air Tractor	AT-802 and AT-802A
2010-22-08	COR	Eurocopter France	Rotorcraft: AS 350 B, BA, B1, B2, B3, and D, and Model AS355 E, F, F1, F2, and N
2010-26-04		Piper	PA-28-161
2010-26-09		Sikorsky	Rotorcraft: S-76A, B, and C
2010-26-11		Kaman Aerospace	Rotorcraft: K-1200
2011-01-52	E	Schweizer	Rotorcraft: 269A, A-1, B, C, C-1, and Th-55 series
2011-01-53	E	Piaggio	P-180
	S 2011-01-51		
Biweekly 2011-02			
2010-24-05	COR	Pratt & Whitney Canada	Engine: PW305A and PW305B
2010-26-54		Cessna	LC41-550FG, LC42-550FG
2011-01-03		GROB-WERKE	G102 ASTIR CS, G102 CLUB ASTIR III, G102 CLUB ASTIR IIIb, G102 STANDARD ASTIR III
2011-01-04		Embraer	EMB-500
2011-02-04		M7 Aerospace LP	SA26-AT, SA26-T, SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), and SA227-TT
Biweekly 2011-03			
2011-01-53	S 2011-01-51	Piaggio Aero Industries	P-180
2011-02-02	S 2008-19-06	Socata	TBM 700
2011-02-08		Aircraft Industries	Glider: L 23 Super Blanik
Biweekly 2011-04			
2011-01-14	S 2005-17-01	Pilatus	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
2011-01-53	COR	Piaggio Aero Industries	P-180
	S 2011-01-51		
2011-03-04	S 2009-09-09	Cessna	LC40-550FG (300), LC41-550FG (400), and LC42-550FG (350)
2011-03-05	S 2007-11-03	Dornier Luftfahrt GmbH	Dornier 228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, Dornier 228-202, and Dornier 228-212
Biweekly 2011-05			
2010-17-18 R1		Air Tractor	AT-802 and AT-802A
2011-05-01		Piaggio Aero Industries	P-180
2011-05-02		Viking Air Limited	DHC-3
2011-05-06		Thielert	Engine: TAE 125-02-99 and TAE 125-02-114 reciprocating
2011-05-51	E	Turbomeca	Engine: 1E2, 1S, and 1S1 turboshaft
Biweekly 2011-06			
2010-26-51	S 2009-08-03	Bell Helicopter Textron Canada Limited	Rotorcraft: 206A, 206B, 206L, 206L-1, 206L-3, 206L-4, 222, 222B, 222U, 230, 407, 427, and 430
2011-03-02		Eurocopter France	Rotorcraft: SA330F, SA330G, and SA330J
2011-03-03		Bell Helicopter Textron Canada Limited	Rotorcraft: 427
2011-03-06		Eurocopter France	Rotorcraft: AS-365N2, AS 365 N3, and SA-365N1
2011-05-07	S 2008-22-21	Allied Ag Cat Productions	G-164, G-164A, G-164B, G-164B with 73" wing gap, G-164B-15T, G-164B-20T, G-164B-34T, G-164C, G-164D, G-164D with 73" wing gap
2011-05-08	S 2011-05-51	Turbomeca	Engine: Arriel 1E2, 1S, and 1S1 turboshaft
2011-06-01		APEX Aircraft	CAP10 B and CAP10 B
2011-06-06	S 2008-24-07	Eclipse	EA500

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Biweekly 2011-07			
2011-05-09		B-N Group Ltd	BN-2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN-2T, and BN-2T-4R
2011-06-07		Eurocopter France	Rotorcraft: EC130 B4
2011-07-03	S 2007-02-12	Reims Aviation S.A.	F406
Biweekly 2011-08			
2011-06-10	S 99-15-04 R1	Piper Aircraft	PA-46-310P, PA-46-350P, and PA-46R-350T
2011-07-09		Thielert Aircraft Engines GmbH	Engine: TAE 125-01, TAE 125-02-99, and TAE 125-02-114 reciprocating
2011-07-13		CPAC, Inc	112, 112B, 112TC, 112TCA, 114, 114A, 114B, and 114TC
2011-08-01	S 2010-25-51	Bell Helicopter Textron	212
Biweekly 2011-09			
2011-06-02		Cessna	172F, 172G, 172H, 172I, 172K, 172L, 172M, F172F, F172G, F172H, F172K, F172L, F172M, 172N, 172P, F172N, F172P, 172R and 172S
2011-08-06		Honeywell International Inc	LTS101-600A-2, -3, -3A, LTS101-700D-2, LTS101-650B-1, LTS101-650C-3, LTS101-650C-3A, LTS101-750B-1, LTS101-750B-2, LTS101-750C-1, and LTS101-850B-2 turboshaft; and LTP101-600A-1A and LTP101-700A-1A turboprop
2011-09-08		Pacific Aerospace Limited	750XL
Biweekly 2011-10			
2011-04-02	COR	Hamilton Sundstrand Corporation	Propeller: 247F series
2011-09-16		DG Flugzeugbau GmbH	Gliders: DG-808C
2011-09-51	E	Piaggio Aero Industries S.p.A	P-180
Biweekly 2011-11			
2011-06-02	COR	Cessna	172F, 172G, 172H, 172I, 172K, 172L, 172M, F172F, F172G, F172H, F172K, F172L, F172M, 172N, 172P, F172N, F172P, 172R and 172S
2011-09-19		BURKHART GROB LUFT-UND	Glider: G 103 C Twin III SL
2011-09-51	COR	Piaggio Aero Industries S.P.A.	P-180
2011-10-09	S 2011-01-53 S 87-20-03 R2	Cessna	See AD
2011-10-11		Agusta S.p.A.	Rotorcraft: AB412
2011-10-12		Eurocopter France	Rotorcraft: AS350B, B1, B2, B3, BA, and EC130 B4
2011-10-13		Diamond Aircraft Industries GmbH	DA 42, DA 42-NG, and DA 42 M-NG
2011-11-01		British Aerospace	HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201

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Biweekly 2011-12			
2011-11-03		Various Aircraft	See AD
2011-11-04		L'Hotellier	Appliance: Portable Halon 1211 fire extinguisher
2011-11-07		Diamond Aircraft Industries GmbH	DA 42
2011-12-02		Viking Aircraft Limited	DHC-3 (Otter)
2011-12-03		Sikorsky Aircraft Corporation	Rotorcraft: S-92A
Biweekly 2011-13			
2011-12-04		BRP-Powertrain GmbH & Co. KG	Engine: 912 F3, 912 S2, 912 S3, 912, 914 F2, 914 F3, and 914 F4
2011-12-07		Eurocopter France	Rotorcraft: SA-365C, SA-365C1, SA-365C2, SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1
2011-12-08		Bell Helicopter Textron, Inc.	Rotorcraft: 205A, 205A-1, 205B, 212, 412, 412CF, and 412EP
2011-12-10	S 2007-26-12	Robinson Helicopter	Rotorcraft: R22, R22 Alpha, R22 Beta, R22 Mariner, R44 and R44 II



2011-12-04 BRP-Powertrain GmbH & Co. KG (Formerly Bombardier-Rotax GmbH):
Amendment 39-16711.; Docket No. FAA-2011-0456; Directorate Identifier 2011-NE-15-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective June 27, 2011.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to the following BRP-Powertrain GmbH & Co. KG Rotax reciprocating engines:

- (1) Model 912 F3—serial number (S/N) 4,412.986 and S/N 4,412.987.
- (2) Models 912 S2, 912 S3, and 912 S4—S/N 4,924.087 through S/N 4,924.139 inclusive, and S/N 4,924.141 through 4,924.166 inclusive.
- (3) Models 914 F2, 914 F3, and 914 F4—S/N 4,420.970 through 4,420.990 inclusive, S/N 4,420.997, and S/N 4,421.001 through 4,421.003 inclusive.

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:

During a production process review, a deviation in hardening of certain Part Number (P/N) 944072 washers has been detected, which exceeds the hardness of the design specification.

The affected washers are part of the magneto ring flywheel hub installation and have been installed on a limited number of engines. No defective washers have been shipped as spare parts.

This condition, if not corrected, could lead to cracks in the washer, loosening of the magneto flywheel hub and consequent ignition failure, possibly resulting in damage to the engine, in-flight engine shutdown and forced landing, damage to the aeroplane and injury to occupants.

We are issuing this AD to prevent engine in-flight shutdown, and damage to the airplane.

Actions and Compliance

(e) Unless already done, do the following actions within 10 flight hours or at next maintenance after the effective date of this AD, whichever occurs first:

(1) Replace the magneto ring flywheel hub washer, P/N 944072.

(2) Use paragraph 3.1 of BRP-Powertrain GmbH & Co. KG Rotax Mandatory Service Bulletin SB-912-058, dated April 15, 2011 or SB-914-041 dated April 15, 2011, to do the replacement.

Prohibition

(f) After the effective date of this AD, do not install any washer P/N 944072 removed as specified in paragraph (e)(1) of this AD into any magneto or onto any engine.

FAA AD Differences

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

(1) European Aviation Safety Agency (EASA) AD 2011-0067-E requires compliance within 10 flight hours or 4 calendar months after the effective date of the AD, whichever occurs first. This AD requires compliance within 10 flight hours or at next maintenance after the effective date of this AD, whichever occurs first.

(2) EASA AD 2011-0067-E requires operators to return the washer removed from service to BRP-Powertrain GmbH & Co. KG. This AD does not.

Alternative Methods of Compliance (AMOCs)

(h) 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

(i) Refer to MCAI EASA AD 2011-0067-E, dated April 15, 2011, for related information.

(j) Contact Alan Strom, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: alan.strom@faa.gov; phone (781) 238-7143; fax (781) 238-719, for more information about this AD.

Material Incorporated by Reference

(k) You must use BRP-Powertrain GmbH & Co. KG Rotax Mandatory Service Bulletins No. SB-912-058 and No. SB-914-041 (combined in one document), dated April 15, 2011, to do the actions required by this AD.

(1) For service information identified in this AD, contact BRP-Powertrain GmbH & Co. KG, Welser Strasse 32, A-4623 Gunskirchen, Austria, or go to: <http://www.rotax-aircraft-engines.com>.

(2) 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 May 26, 2011.
Peter A. White,
Acting Manager, Engine and Propeller Directorate,
Aircraft Certification Service.



2011-12-07 Eurocopter France (Eurocopter): Amendment 39-16714; Docket No. FAA-2011-0551; Directorate Identifier 2009-SW-013-AD.

Applicability: Models SA-365C, SA-365C1, SA-365C2, SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1 helicopters; certificated in any category.

Compliance: Within 10 hours time-in-service (TIS), and thereafter at intervals not to exceed 10 hours TIS.

To prevent the failure of the Starflex star (Starflex) arm, high amplitude vibrations in flight, and subsequent loss of control of the helicopter, accomplish the following:

(a) Visually inspect the adhesive bead between the bushing and the Starflex arm for a crack, a gap, or loss of the adhesive bead, and inspect the Starflex arm ends for delamination in accordance with the Accomplishment Instructions, paragraph 2.B.1 and 2.B.2 of Eurocopter Emergency Alert Service Bulletin (EASB) No. 05.00.51 for the 365N series helicopters, No. 05.35 for the 366G1 model helicopter, or No. 05.28 for the 365C series helicopters, all Revision 3, and all dated August 18, 2008.

Note 1: The one Eurocopter EASB contains four different service bulletin numbers: No. 05.00.51, No. 05.35; and No. 05.28 for the model helicopters affected by this AD; and No. 05.00.21 for non-type certificated military helicopters.

(b) If there is a crack in the shockproof paint around the entire adhesive bead where the Starflex arm joins the bushing (as shown in Figure 2 of the applicable EASB), a gap between the adhesive bead and the bushing (as shown in Figure 3 of the applicable EASB), delamination of a Starflex arm end (as shown in Figure 4 of the applicable EASB), or loss of adhesive bead (as shown in Figure 5 of the applicable EASB), replace the Starflex before further flight.

(c) 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, Jim Grigg, ASW-112, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5126; fax: (817) 222-5961, for information about previously approved alternative methods of compliance.

(d) The Joint Aircraft System/Component (JASC) Code is 6200: Main Rotor System.

(e) The inspection shall be done in accordance with the specified portions of Eurocopter France Emergency Alert Service Bulletins No. 05.00.51, No. 05.35, or No. 05.28. All three of the Alert Service Bulletins are Revision 3 and all are dated August 18, 2008. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies 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>. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas, 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/code_of_federal_regulations/ibr_locations.html.

This amendment becomes effective on July 5, 2011.

Note 2: The subject of this AD is addressed in European Aviation Safety Agency AD No. 2008-0165, dated August 28, 2008.

Issued in Fort Worth, Texas, on May 25, 2011.

Kim Smith,
Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2011-12-08 Bell Helicopter Textron, Inc. (BHT): Amendment 39-16715. Docket No. FAA-2011-0561; Directorate Identifier 2010-SW-001-AD.

Applicability: Model 205A, 205A-1, 205B, 212, 412, 412CF, and 412EP helicopters with a tail rotor (T/R) blade, part number 212-010-750 (all dash numbers), all serial numbers (S/Ns) except those S/Ns with a prefix of "A" and a number 17061 or larger, installed, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To detect corrosion or pitting in the forward spar area of a T/R blade to prevent a crack in the T/R blade, loss of the T/R blade, and subsequent loss of control of the helicopter, do the following:

(a) Within 25 hours time-in-service (TIS) or 30 days, whichever occurs first:

(1) Remove the T/R hub and blade assembly from the helicopter and remove the T/R blade from the hub. Remove the paint from the spar area on both sides of the T/R blade by following the Accomplishment Instructions, paragraphs 3. through 5., of the following BHT Alert Service Bulletins, all Revision A, and all dated December 8, 2009: Alert Service Bulletin (ASB) No. 205-09-102 for the Model 205A and 205A-1 helicopters; ASB No. 205B-09-54 for the Model 205B helicopters; ASB No. 212-09-134 for the Model 212 helicopters; ASB No. 412CF-09-38 for the Model 412CF helicopters; and ASB No. 412-09-136 for the Model 412 and 412EP helicopters.

(2) Using a 3-power or higher magnifying glass, visually inspect both sides of the T/R blade for any corrosion or pitting in the spar inspection areas as depicted in Figure 1 of the ASB for your model helicopter.

(b) Before further flight:

(1) If you find any corrosion or pitting that is 0.003 inch deep or less, either replace the unairworthy T/R blade with an airworthy T/R blade or repair the T/R blade.

Note: The maintenance and repair procedures along with the maximum repair damage limitations as referenced in paragraphs (b)(1) and (b)(3) of this AD are contained in the applicable maintenance manual and component repair and overhaul manuals.

(2) If you find any corrosion or pitting that is greater than 0.003 inch deep, replace the T/R blade with an airworthy T/R blade.

(3) If any parent material is removed during the sanding operation required by paragraph (a)(1) of this AD, either replace the T/R blade with an airworthy T/R blade, or repair the T/R blade if the parent material removed is within the maximum repair damage limits.

(4) If there is no corrosion or pitting and no damage greater than 0.003 inch deep, refinish the inspection areas and reinstall each T/R blade onto the T/R hub, install the T/R assembly on the helicopter and track and balance the T/R in accordance with the Accomplishment Instructions, paragraphs 8. through 10., of the ASB for your model helicopter.

(c) 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, Rotorcraft Certification Office, FAA, Attn: Michael Kohner, ASW-170, Aviation Safety Engineer, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5170, fax (817) 222-5783, for information about previously approved alternative methods of compliance.

(d) Joint Aircraft System/Component (JASC) Code 6410: Tail rotor blades.

(e) Accomplish the instructions in this AD by following the specified portions of the following Bell Helicopter Textron, Inc. Alert Service Bulletin, as applicable to your model helicopter: No. 205-09-102; No. 205B-09-54; No. 212-09-134; No. 412CF-09-38, or No. 412-09-136. Each Alert Service Bulletin is Revision A, and each is dated December 8, 2009. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR Part 51. Copies may be obtained from 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>. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 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/code_of_federal_regulations/ibr_locations.html.

(f) This amendment becomes effective on July 5, 2011.

Issued in Fort Worth, Texas, on May 17, 2011.

Kim Smith,
Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2011-12-10 Robinson Helicopter Company: Amendment 39-16717; Docket No. FAA-2011-0588, Directorate Identifier 2010-SW-074-AD. Supersedes AD 2007-26-12, Amendment 39-15314, Docket No. FAA-2007-0378, Directorate Identifier 2007-SW-04-AD.

Applicability: Model R22, R22 Alpha, R22 Beta, and R22 Mariner helicopters, with main rotor blade (blade), part number (P/N) A016-4; and Model R44 and R44 II helicopters, with blade, P/N C016-2 or C016-5, certificated in any category.

Compliance: Required as indicated.

To detect blade skin debond and prevent blade failure and subsequent loss of control of the helicopter, do the following:

(a) Before the first flight of each day, visually check for any exposed (bare metal) skin-to-spar joint area on the lower surface of each blade. The actions required by this paragraph may be performed by the owner/operator (pilot) 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(a)(1)-(4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439. This authorization is an exception to our standard maintenance regulations.

(b) If you find any bare metal in the area of the skin-to-spar bond line, before further flight, inspect the blade by following the requirements of paragraph (d) of this AD.

(c) Within 10 hours time-in-service (TIS), unless done previously, and at intervals not to exceed 100 hours TIS or at each annual inspection, whichever occurs first, inspect each blade for corrosion, a separation, a gap, or a dent by following the Compliance Procedure, paragraphs 1 through 6 and 8, of Robinson R22 Service Bulletin SB-103, dated April 30, 2010 (SB103) for the R22 series helicopters, and Robinson R44 Service Bulletin SB-72, dated April 30, 2010 (SB72), for the R44 series helicopters. Although the Robinson service information limits the magnification to 10 x, a higher magnification is acceptable for this inspection. Also, an appropriate tap test tool which provides similar performance, weight, and consistency of tone may be substituted for the "1965 or later United States Quarter-dollar coin," which is specified in the Compliance Procedure, paragraph 2, of SB-72 and SB-103.

(d) Before further flight, refinish any exposed area of a blade by following the Compliance Procedure, paragraphs 2 through 6, of Robinson R22 Service Letter SL-56B and R44 Service letter SL-32B, dated April 30, 2010, for both the R22 and R44 series helicopters.

(e) Before further flight, replace any unairworthy blade with an airworthy blade.

Note: The Robinson letter titled "Additional Information Regarding Main Rotor Blade Skin Debonding," dated May 25, 2007, which is not incorporated by reference, contains additional information about the subject of this AD. This document is available at <http://www.robinsonheli.com>.

(f) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Send your request to the Manager, Los Angeles Aircraft Certification Office, FAA, Airframe Branch, 3960 Paramount Blvd., Lakewood, California 90712, regarding Model R22 helicopters ATTN: Eric D. Schrieber, Aviation Safety Engineer, telephone (562) 627-5348, fax (562) 627-5210, or regarding Model R44 helicopters Attn: Fred Guerin, Aviation Safety Engineer, telephone (562) 627-5232, fax (562) 627-5210.

(g) Special flight permits will not be issued.

(h) The Joint Aircraft System/Component (JASC) Code is: 6210 Main Rotor Blades.

(i) The inspections shall be done following the specified portions of Robinson R22 Service Bulletin SB-103, dated April 30, 2010, or R44 Service Bulletin SB-72, dated April 30, 2010, as appropriate for each model helicopter. Repaint the exposed area of a blade by following Robinson R22 Service letter SL-56B and R44 Service Letter SL-32B (combined in one document), dated April 30, 2010. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Robinson Helicopter Company, 2901 Airport Drive, Torrance, CA 90505, telephone (310) 539-0508, fax (310) 539-5198, or at <http://www.robinsonheli.com/servelib.htm>. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas, 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/code_of_federal_regulations/ibr_locations.html.

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