



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

BIWEEKLY 2011-21

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 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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AD No.	Information	Manufacturer	Applicability
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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
Biweekly 2011-14			
2011-09-51	COR S 2011-01-53	Piaggio Aero Industries S.P.A.	P-180
2011-13-02		Costruzioni Aeronautiche Tecnam srl	P2006T
2011-13-03		Lycoming Engines and Teledyne Continental Motors	Engine: TSIO-520-BE, TSIO-360-MB, SB, TIO-540-AK1A, L/TSIO-360-RB, TIO-540-AE2A, TSIO-360-H, O-540-L3C5D, TSIO-520-T, L/TO-360-E1A6D, TIO-540-AG1A, TIO-540-AF1A, TIO-540-AF1B, TIO-540-AH1A, TIO-541-E1D4, TIO-541-E1C4, TIGO-541-E, GTSIO-520-F, GTSIO-520-K, GTSIO-520-D, GTSIO-520-H
Biweekly 2011-15			
2011-12-16	S 2011-01-52	Schweizer	Rotorcraft: 269A, A-1, B, C; C-1; and TH-55 series
2011-13-05		Turbomeca S.A.	Engine: ARRIEL 2B and 2B1 turboshaft
2011-14-05	S 2010-18-52	MD Helicopters, Inc.	Rotorcraft: MD900
2011-14-08		B/E Aerospace	Appliance: Continuous Flow Passenger Oxygen Mask Assembly
2011-14-09	S 2011-11-03	Various Aircraft	See AD
2011-15-05		Hawker Beechcraft	B300 and B300C (C-12W)
2011-15-51	E	Bell Helicopter Textron Canada	Rotorcraft: 407 and 427
Biweekly 2011-16			
None			
Biweekly 2011-17			
2011-15-10		Superior Air Parts and Lycoming Engines	Engine: See AD
2011-15-11		Cessna	337, 337A (USAF 02B), 337B, 337C, 337D, 337E, T337E, 337F, T337F, 337G, T337G, M337B, F 337E, FT337E, F 337F, FT337F, F 337G, and FT337GP

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Biweekly 2011-18

2009-10-09 R2	R 2009-10-09 R1	Cessna Aircraft Company	150F, 150G, 150H, 150J, 150K, 150L, 150M, A150K, A150L, A150M, F150F, F150G, F150H, F150J, F150K, F150L, F150M, FA150K, FA150L, FA150L or FRA150L, FA150M or FRA150M, 152, A152, F152, FA152
2011-15-11		Cessna	337, 337A (USAF 02B), 337B, 337C, 337D, 337E, T337E, 337F, T337F, 337G, T337G, M337B, F 337E, FT337E, F 337F, FT337F, F 337G, and FT337GP
2011-16-05		Eurocopter France	Rotorcraft: SA-365N and SA-365N1
2011-17-01	S 2010-02-51	Agusta S.p.A.	Rotorcraft: A109A, A109A II, A109C, and A109K2
2011-17-06		SOCATA	TBM 700
2011-17-07		M7 Aerospace LP	SA226-T, SA226-T(B), SA226-TC, SA226-AT
2011-17-13		Eurocopter France	Rotorcraft: EC120B
2011-17-14		Agusta S.p.A.	Rotorcraft: A109A, A109AII
2011-17-15		Embraer	EMB-500
2011-18-51	E	Honeywell International	Engine: TPE331
2011-18-52	E	Agusta S.p.A.	Rotorcraft: AB139 and AW139

Biweekly 2011-19

2011-18-19	S 2010-23-09	Austro Engine GmbH	Engine: E4 diesel piston
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Biweekly 2011-20

2011-18-07		Wytownia Sprzetu Komunikacyjnego (WSK) PZL-Rzeszow" Spolka Akcyjna (SA)	Engine: WSK PZL-10W series turboshaft
2011-18-09		Lycoming Engines	IO-720-A1B
2011-18-11	S 2011-05-02	Viking Air Limited	DHC-3
2011-20-51	E	Pratt & Whitney Canada	Engine: PT6A-15AG, -27, -28, -34, -34AG, -34B, and -36 series turboprop

Biweekly 2011-21

2009-13-06 R1	R 2009-13-06	Piper Aircraft	See AD
2011-18-51 R1	R 2011-18-51	Honeywell International	Engines: TPE331
2011-19-02		Dowty Propellers	Propellers: R212/4-30-4/22 and R251/4-30-4/49
2011-19-03		General Electric	Engines: CT7-8, CT7-8A, CT7-8A1, CT7-8E, CT7-8F5
2011-21-51	E	Cessna	525C



2009-13-06 R1 Piper Aircraft, Inc.: Amendment 39-16820; Docket No. FAA-2009-0218; Directorate Identifier 2009-CE-006-AD.

(a) Effective Date

This airworthiness directive (AD) is effective November 3, 2011.

(b) Affected ADs

This AD revises AD 2009-13-06, amendment 39-15944 (74 FR 29118, June 19, 2009).

(c) Applicability

This AD applies to Models PA-23, PA-23-160, PA-23-235, PA-23-250, PA-23-250 (Navy UO-1), PA-E23-250, PA-31, PA-31-300, PA-31-325, PA-31-350, PA-31P, PA-31P-350, PA-31T, PA-31T1, PA-31T2, PA-31T3, PA-42, PA-42-720, and PA-42-1000 airplanes, all serial numbers, that are:

- (1) Certificated in any category; and
- (2) Equipped with a baggage door in the fuselage nose section (a nose baggage door).

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code, 52, Doors.

(e) Unsafe Condition

This AD was prompted by several incidents and accidents, including fatal accidents, where the nose baggage door opening in flight was listed as a causal factor. We are issuing this AD to establish life limits for safety-critical nose baggage door components, replace those safety-critical nose baggage door components, and repetitively inspect and lubricate the nose baggage door latching mechanism and lock assembly. The door opening in flight could significantly affect the handling and performance of the aircraft. It could also allow baggage to be ejected from the nose baggage compartment and strike the propeller. This failure could lead to loss of control.

(f) Compliance

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

Actions	Compliance	Procedures
<p>(1) For all aircraft:</p> <p>(i) Inspect the nose baggage door assembly for damaged, worn, corroded, or non-conforming components;</p> <p>(ii) Replace life-limited components specified in the service information; and</p> <p>(iii) Install or inspect, as applicable, the nose baggage placard following the service information.</p>	<p>Initially within 1,000 hours time-in-service (TIS) since all life-limited components were installed new following Piper Aircraft, Inc. Mandatory Service Bulletin No. 1194A, dated November 10, 2008, or within the next 100 hours TIS after July 24, 2009 (the effective date retained from AD 2009-13-06, amendment 39-15944 (74 FR 29118, June 19, 2009), whichever occurs later. Repetitively thereafter at intervals not to exceed 1,000 hours TIS.</p>	<p>Follow INSTRUCTIONS: PART I of Piper Aircraft, Inc. Mandatory Service Bulletin No. 1194A, dated November 10, 2008. As an alternative to using the part number 100700-079 placard, you may fabricate a placard (using at least 1/8-inch letters) with the words in figure 1 of this AD and install the placard directly above the nose baggage door handle. This AD does not require the verification of proper functioning of the nose baggage compartment interior light set forth in the last sentence of PART 1, paragraph 1, of Piper Aircraft, Inc. Mandatory Service Bulletin No. 1194A, dated November 10, 2008.</p>
<p>(2) For all aircraft:</p> <p>(i) Lubricate and inspect all nose baggage door latching and locking components for damaged, worn, corroded, or non-conforming components; and</p> <p>(ii) Verify the key can only be removed from the lock assembly in the locked position in accordance with the service instructions.</p>	<p>Initially within 100 hours TIS after July 24, 2009 (the effective date retained from AD 2009-13-06, amendment 39-15944 (74 FR 29118, June 19, 2009)); and repetitively thereafter at intervals of 100 hours TIS. The 100-hour interval may be exceeded by not more than 10 hours TIS to reach a place where the inspection can be done, per 14 CFR 91.409(b). The excess time used to reach a place where the inspection can be done must be included in computing the next 100 hours of TIS.</p>	<p>Follow INSTRUCTIONS: PART II of Piper Aircraft, Inc. Mandatory Service Bulletin No. 1194A, dated November 10, 2008.</p>
<p>(3) For all aircraft with damaged, worn, corroded, or non-conforming components: repair/replace any damaged, worn, corroded, or non-conforming components.</p>	<p>Before further flight after any inspection required in paragraphs (f)(1) and (f)(2) of this AD where any evidence of damaged, worn, corroded or non-conforming components was found.</p>	<p>Follow Piper Aircraft, Inc. Mandatory Service Bulletin No. 1194A, dated November 10, 2008.</p>

CLOSE AND LOCK NOSE BAGGAGE DOOR BEFORE FLIGHT

1. CLOSE DOOR FULLY AGAINST DOOR FRAME
2. PRESS DOOR HANDLE FLUSH WITH SKIN,
AND ROTATE KEY INTO LOCKED POSITION
3. REMOVE KEY
4. PUSH ON FORWARD END OF DOOR HANDLE,
TO CONFIRM THAT HANDLE IS LOCKED AND
SECURE

Figure 1 – Nose Baggage Door Placard.

(g) Alternative Methods of Compliance (AMOCs)

(1) 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. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD.

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

(3) AMOCs approved for AD 2009-13-06, amendment 39-15944 (74 FR 29118, June 19, 2009) are approved as AMOCs for this AD. The format has been revised and certain paragraphs have been rearranged since AD 2009-13-06 was issued, including changes to paragraph identifiers in this AD. Previous AMOCs may refer to particular paragraph identifiers from the original AD, however, the corresponding actions of the AMOC in the revised AD still apply even though the identifiers have changed.

(h) Related Information

For more information about this AD, contact Gregory K. Noles, Aerospace Engineer, FAA, Atlanta ACO, 1701 Columbia Avenue, College Park, Georgia 30337; telephone: (404) 474-5551; fax: (404) 474-5606; e-mail: gregory.noles@faa.gov.

(i) Material Incorporated by Reference

(1) You must use Piper Aircraft, Inc. Mandatory Service Bulletin No. 1194A, dated November 10, 2008, to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51 on July 24, 2009 (74 FR 29118, June 19, 2009).

(2) For service information identified in this AD, contact Piper Aircraft, Inc., 2926 Piper Drive, Vero Beach, Florida 32960; telephone: (772) 567-4361; fax: (772) 978-6573; Internet: <http://www.newpiper.com/company/publications.asp>.

(3) You may review copies of the referenced service information 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 FAA, call (816) 329-3768.

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at an NARA facility, 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 September 20, 2011.

Wes Ryan,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2011-18-51R1 Honeywell International Inc.: Amendment 39-16813; Docket No. FAA-2011-0935; Directorate Identifier 2011-NE-28-AD.

Effective Date

(a) This AD is effective October 19, 2011.

Affected ADs

(b) This AD revises emergency AD 2011-18-51.

Applicability

(c) This AD applies to all Honeywell International Inc. TPE331 model turboprop engines with the serial numbers (S/Ns) of part manufacturer approval (PMA) replacement Dixie Aerospace, LLC main shaft bearings, part number (P/N) 3108098-1WD, listed by S/N in Table 1 of this AD, installed. Bearings having the P/N 3108098-1, but not the WD at the end of the P/N, are not affected by this AD.

Table 1–Affected S/Ns of Dixie Aerospace, LLC Main Shaft Bearings, P/N 3108098-1WD

A10-1727	A10-1762	A10-1764	A10-1770	A10-1771
A10-1775	A10-1776	A10-1780	A10-1786	A10-1789
A10-1796	A10-1798	A10-1799	A10-1800	A10-1801
A10-1803	A10-1804	A10-1805	A10-1809	A10-1810
A10-1811	A10-1814	A10-1818	A10-1822	A10-1825

Unsafe Condition

(d) This AD revision was prompted by the need to list the affected bearings by S/N in the AD for clarification. We are issuing this AD to prevent engine main rotor seizure resulting in engine damage, shutdown, and damage to the airplane.

Compliance

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

(f) For all airplanes with a Honeywell International Inc. TPE331 model turboprop engine installed, where the engine was overhauled or replaced since February 1, 2010:

(1) Within 10 operating hours, inspect the airplane records to determine if any of the S/Ns of Dixie Aerospace, LLC main shaft bearing, P/N 3108098-1WD, listed in Table 1 of this AD, are installed in the engine.

(2) Remove all S/Ns of Dixie Aerospace, LLC main shaft bearings listed in Table 1 of this AD, from service, before further flight.

Installation Prohibition

(g) After the effective date of this AD, do not install any of the bearings listed in Table 1 of this AD into any engine.

Alternative Methods of Compliance (AMOCs)

(h) The Manager, Atlanta Aircraft 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) For further information about this AD, contact: Juanita Craft, Aerospace Engineer, Atlanta Aircraft Certification Office, FAA, Atlanta Aircraft Certification Office, 1701 Columbia Avenue, College Park, GA 30337; phone: 404-474-5584; fax: 404-474-5606; e-mail: juanita.craft@faa.gov.

Issued in Burlington, Massachusetts, on September 16, 2011.

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



2011-19-02 Dowty Propellers (formerly Dowty Aerospace; Dowty Rotol Limited; and Dowty Rotol): Amendment 39-16807. Docket No. FAA-2011-0735; Directorate Identifier 2011-NE-01-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective November 9, 2011.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Dowty Propellers type R212/4-30-4/22 propeller assemblies with hub and driving center assembly part number (P/N) 601022105, 601022211, 601022294, 601021426, 601021858, or 601021859 installed, and type R251/4-30-4/49 propeller assemblies with hub and driving center assembly P/N 660207202 or P/N 660207203 installed.

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 propeller hub failure due to cracks in the hub, which could result in damage to the airplane.

Actions and Compliance

- (e) Unless already done, do the following:
- (1) Within 500 flight hours after the effective date of this AD, and thereafter at intervals not exceeding 500 flight hours, inspect the buttress threads in the propeller hub and driving center assembly for cracks.
 - (2) Use paragraphs 2.A.(1) through 2.A.(4)(a) of Accomplishment Instructions of Dowty Propellers Alert Service Bulletin No. 61-1043, Revision 7, dated March 1, 2011, and NDT Technique NDT 175U (Appendix A of Dowty Propellers Alert Service Bulletin No. 61-1043, Revision 7, dated March 1, 2011), to do the inspection.
 - (3) If a crack is found, remove the propeller assembly from service before further flight.
 - (4) After the effective date of this AD, do not install this propeller on any airplane unless the propeller hub and driving center has passed the inspections required by this AD.

FAA AD Differences

- (f) This AD differs from the service information as follows:
- (1) Although the service bulletin tells you to return the affected parts to the manufacturer, this AD does not require that action.

(2) Although the service bulletin tells you to submit information to the manufacturer, this AD does not require that action.

Alternative Methods of Compliance (AMOCs)

(g) The Manager, Boston Aircraft 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 European Aviation Safety Agency AD 2011-0012, dated January 20, 2011, for related information.

(i) Contact Michael Schwetz, Aerospace Engineer, Boston Aircraft Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7761; fax: 781-238-7170, e-mail: michael.schwetz@faa.gov for more information about this AD.

Material Incorporated by Reference

(j) You must use Dowty Propellers Alert Service Bulletin No. 61-1043, Revision 7, dated March 1, 2011, to do the actions required by this AD, unless the AD specifies otherwise.

(k) 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.

(l) For service information identified in this AD, contact Dowty Propellers, 114 Powers Court, Sterling, VA 20166, phone: 703-421-4434; fax: 703-450-0087.

(m) 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 September 7, 2011.
Peter A. White,
Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2011-19-03 General Electric Company: Amendment 39-16808; Docket No. FAA-2011-0392; Directorate Identifier 2011-NE-12-AD.

Effective Date

- (a) This AD is effective November 9, 2011.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to the following General Electric Company (GE) turboshaft engines:
- (1) CT7-8, all engine serial numbers (S/Ns).
 - (2) CT7-8A, engine S/Ns 947565 and below.
 - (3) CT7-8A1, engine S/Ns 530017 and below.
 - (4) CT7-8E, engine S/Ns 953068 and below, and S/Ns 953070 through 953072.
 - (5) CT7-8F5, engine S/Ns 731005 and below, and S/Ns 731007, 731008, 817021, and 817022.

Unsafe Condition

(d) This AD was prompted by four reports of unrecoverable engine stalls, during hover in a left-roll attitude. We are issuing this AD to prevent an unrecoverable engine stall, leading to a helicopter forced landing or accident.

Compliance

(e) Comply with this AD at the next engine shop visit, the next 1,500-hour helicopter inspection, or before operation after next engine installation, whichever occurs first.

Installation of Accessory Gearbox (AGB) Axis-A Oil Slinger Nut

(f) Install the AGB axis-A oil slinger nut to the axis-A shaft assembly. Use Accomplishment Instructions, paragraphs 3.A. through 3.C. of GE Aircraft Engines CT7-8 Turboshaft Engine Service Bulletin No. CT7-8 S/B 72-0033, Revision 1, dated April 28, 2011, to do the installation.

Previous Credit

(g) An oil slinger nut installation performed before the effective date of this AD using GE Aircraft Engines CT7-8 Turboshaft Engine Service Bulletin No. CT7-8 S/B 72-0033, dated February 11, 2011, satisfies the installation requirements of this AD.

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) For more information about this AD, contact Walter Meibaum, Aerospace Engineer, Engine & Propeller Directorate, FAA, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7119; fax: 781-238-7199; e-mail: walter.meibaum@faa.gov.

Material Incorporated by Reference

(j) You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51 of the following service information on the date specified:

(1) GE Aircraft Engines CT7-8 Turboshift Engine Service Bulletin No. CT7-8 S/B 72-0033, Revision 1, dated April 28, 2011, approved for IBR November 9, 2011.

(2) For service information identified in this AD, contact GE-Aviation, M/D Rm. 285, One Neumann Way, Cincinnati, OH 45215; phone: 513-552-3272; e-mail: geaeac@ge.com.

(3) You may review copies of the service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at an NARA facility, call 202-741-6030, or go to http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Burlington, Massachusetts, on September 8, 2011.

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



DATE: October 6, 2011

AD #: 2011-21-51

Emergency airworthiness directive (AD) 2011-21-51 is sent to owners and operators of Cessna Aircraft Company Model 525C airplanes.

Background

This emergency AD was prompted by a report of a battery fire that resulted after an energized ground power unit was connected to one of the affected airplanes equipped with a lithium-ion battery, Cessna part number (P/N) 9914788-1, as the main aircraft battery. This condition, if not corrected, could result in an aircraft fire.

Relevant Service Information

We reviewed Cessna Citation Service Bulletin SB525C-24-05, dated September 29, 2011. The service information describes procedures for replacing lithium-ion main aircraft batteries, Cessna P/N 9914788-1, with Ni-Cad or lead acid batteries.

FAA's Determination

We are issuing this AD because we evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

AD Requirements

This AD requires accomplishing the actions specified in the service information described previously.

Authority for this Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Presentation of the Actual AD

We are issuing this AD under 49 U.S.C. Section 44701 according to the authority delegated to me by the Administrator.

2011-21-51 Cessna Aircraft Company: Directorate Identifier 2011-CE-036-AD.

(a) Effective Date

This Emergency AD is effective upon receipt.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Cessna Aircraft Company Model 525C airplanes, serial numbers 0001 through 0052, that:

(1) have a lithium-ion battery, Cessna part number (P/N) 9914788-1, installed as the main aircraft battery; and

(2) are certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 2432; Battery/Charger.

(e) Unsafe Condition

This AD was prompted by a report of a battery fire that resulted after an energized ground power unit was connected to one of the affected airplanes equipped with a lithium-ion battery as the main aircraft battery. We are issuing this AD to prevent a potential battery fault that could lead to an aircraft fire.

(f) Compliance

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

(g) Replace the Lithium-ion Main Aircraft Battery, Cessna P/N 9914788-1

(1) Within the next 10 hours time-in-service after the effective date of this AD or within the next 7 days after the effective date of this AD, whichever occurs first, replace the lithium-ion main aircraft battery, P/N 9914788-1, following Cessna Citation Service Bulletin SB525C-24-05, dated September 29, 2011.

(2) As of the effective date of this AD, do not install a lithium-ion battery, P/N 9914788-1, on any of the affected airplanes.

(h) Special Flight Permits

Special flight permits under 14 CFR 39.23 are allowed with the following limitation: "Single and non-revenue flights only."

(i) Alternative Methods of Compliance (AMOCs)

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

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

(f) Related Information

(1) For further information about this AD, contact: Richard Rejniak, Aerospace Engineer, Wichita ACO, FAA, 1801 Airport Road, Room 100, Wichita, Kansas 67209; phone: (316) 946-4128; fax: (316) 946-4107; email: richard.rejniak@faa.gov.

(2) For copies of the service information referenced in this AD, contact: Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, KS 67277; telephone: (316) 517-6000; fax: (316) 517-8500; email: Customercare@cessna.textron.com; Internet: <http://www.cessna.com>. You may review copies of the referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call 816-329-4148.

Issued in Kansas City, Missouri, on October 6, 2011.

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