



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

BIWEEKLY 2011-11

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
P. O. Box 26460
Oklahoma City, OK 73125-0460
FAX 405-954-4104

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

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 2011-07			
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



CORRECTION: [*Federal Register Volume 76, Number 91 (Wednesday, May 11, 2011)*]; Page www.access.gpo.gov/su_docs/aces/aces140.html]27239;

2011-06-02 Cessna Aircraft Company: Amendment 39-16626; Docket No. FAA-2010-1243; Directorate Identifier 2010-CE-058-AD.

Effective Date

(a) This AD is effective May 26, 2011.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all serial numbers of the following airplanes, certified in any category, that are modified by Supplemental Type Certificate (STC) SA01303WI, as identified in Table 1 of this AD:

Table 1

Model	Engine	Group
(1) 172F, 172G, 172H, 172I, 172K, 172L, 172M, F172F, F172G, F172H, F172K, F172L, and F172M	TAE 125-01	1
(2) 172F, 172G, 172H, 172I, 172K, 172L, 172M, F172F, F172G, F172H, F172K, F172L, and F172M	TAE 125-02-99	2
(3) 172N, 172P, F172N, and F172P	TAE 125-01	3
(4) 172N, 172P, F172N, and F172P	TAE 125-02-99	4
(5) 172R and 172S	TAE 125-01	5
(6) 172R and 172S	TAE 125-02-99	6

Subject

(d) Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 72: Engine.

Unsafe Condition

(e) This AD was prompted by an incident where an airplane experienced an in-flight engine shutdown caused by a momentary loss of electrical power to the FADEC. We are issuing this AD to prevent interruption of electrical power to the FADEC, which could result in an uncommanded engine shutdown. This failure could lead to a loss of engine power.

Compliance

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

Actions	Compliance	Procedures
(1) <u>For all airplanes</u> : Modify the engine electrical system by installing a backup battery system and associated wiring and circuitry.	Within the next 100 hours time-in-service after May 26, 2011 (the effective date of this AD) or within 30 days after May 26, 2011 (the effective date of this AD), whichever occurs first.	(i) <u>For groups 1, 3, and 5 airplanes</u> : Follow Thielert Aircraft Engines GmbH Service Bulletin TM TAE 601-0007, Revision 8, dated October 14, 2010. (ii) <u>For groups 2, 4, and 6 airplanes</u> : Follow Thielert Aircraft Engines GmbH Service Bulletin TM TAE 601-1001 P1, Revision 8, dated October 14, 2010.
(2) <u>For all airplanes</u> : Replace the FADEC backup battery.	Within 12 calendar months after doing the modification required in paragraph (f)(1) of this AD and repetitively thereafter within 12 calendar months after the previous replacement.	(i) <u>For groups 1, 3, and 5 airplanes</u> : Follow page 8 of Chapter 20-AMM-24-01-US, Issue 2, Revision No.: 2, dated October 8, 2010, of Thielert Aircraft Engines GmbH Supplement Airplane Maintenance Manual Cessna 172 & Reims F172 TAE 125-01, Doc. No.: AMM-20-01 (US-Version) Version: 2/4. (ii) <u>For groups 2, 4, and 6 airplanes</u> : Follow page 7 of Chapter 20-AMM-24-02-US, Issue: 1, Rev. No: 1, dated October 8, 2010, of Thielert Aircraft Engines GmbH Supplement Airplane Maintenance Manual Cessna 172 & Reims F172 CENTURION 2.0 (TAE 125-02-99), Doc. No.: AMM-20-02 (US-Version) Version: 1/1.

<p>(3) <u>For groups 1 and 2 airplanes:</u> Incorporate Thielert Aircraft Engines GmbH "Supplemental Airplane Flight Manual or Pilot's Operating Handbook and FAA Approved Airplane Flight Manual Supplement (as applicable) for the Cessna 172 F, G, H, I, K, L, M Reims Cessna F 172 F, G, H, K, L, M, Equipped with TAE 125-01 or TAE 125-02-99 Installation," TAE-No.: 20-0310-21042, Issue 2-1, dated October 4, 2010, into the pilot's operating handbook.</p>	<p>Before further flight after doing the modification required in paragraph (f)(1) of this AD.</p>	<p>Not applicable.</p>
<p>(4) <u>For groups 3 and 4 airplanes:</u> Incorporate Thielert Aircraft Engines GmbH "Supplemental Airplane Flight Manual or Pilot's Operating Handbook and FAA Approved Airplane Flight Manual Supplement (as applicable) for the Cessna 172 N & P Reims Cessna F172 N & P, Equipped with TAE 125-01 or TAE 125-02-99 Installation," TAE-No.: 20-0310-20042, Issue 2-1, dated October 4, 2010, into the pilot's operating handbook.</p>	<p>Before further flight after doing the modification required in paragraph (f)(1) of this AD.</p>	<p>Not applicable.</p>
<p>(5) <u>For groups 5 and 6 airplanes:</u> Incorporate Thielert Aircraft Engines GmbH "Supplemental Pilot's Operating Handbook and FAA Approved Airplane Flight Manual Supplement for the Cessna 172 R & S, Equipped with TAE 125-01 or TAE 125-02-99 Installation," TAE-No.: 20-0310-22042, Issue 2-1, dated October 4, 2010, into the pilot's operating handbook.</p>	<p>Before further flight after doing the modification required in paragraph (f)(1) of this AD.</p>	<p>Not applicable.</p>

Alternative Methods of Compliance (AMOCs)

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

(2) Before using any approved AMOC, notify your Principal Maintenance Inspector or Principal Avionics Inspector, as appropriate, or lacking a principal inspector, your local Flight Standards District Office.

Related Information

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

Material Incorporated by Reference

(i) You must use the following information to do the actions required by this AD, unless the AD specifies otherwise:

(1) Thielert Aircraft Engines GmbH Service Bulletin TM TAE 601-0007, Revision 8, dated October 14, 2010;

(2) Thielert Aircraft Engines GmbH Service Bulletin TM TAE 601-1001 P1, Revision 8, dated October 14, 2010;

(3) Chapter 24 "Electrical Power" (Chapter 20-AMM-24-01-US), Issue 2, Revision No.: 2, dated October 8, 2010, of Thielert Aircraft Engines GmbH Supplement Airplane Maintenance Manual Cessna 172 & Reims F172 TAE 125-01, Doc. No.: AMM-20-01 (US-Version) Version: 2/4;

(4) Chapter 24 "Electrical Power" (Chapter 20-AMM-24-02-US), Issue: 1, Rev. No: 1, dated October 8, 2010, of Thielert Aircraft Engines GmbH Supplement Airplane Maintenance Manual Cessna 172 & Reims F172 CENTURION 2.0 (TAE 125-02-99), Doc. No.: AMM-20-02 (US-Version) Version: 1/1;

(5) Thielert Aircraft Engines GmbH "Supplemental Airplane Flight Manual or Pilot's Operating Handbook and FAA Approved Airplane Flight Manual Supplement (as applicable) for the Cessna 172 F, G, H, I, K, L, M, Reims Cessna F172 F, G, H, K, L, M, Equipped with TAE 125-01 or TAE 125-02-99 Installation," Issue 2-1, TAE-Nr.: 20-0310-21042, dated October 4, 2010; and

(6) Thielert Aircraft Engines GmbH "Supplemental Airplane Flight Manual or Pilot's Operating Handbook and FAA Approved Airplane Flight Manual Supplement (as applicable) for the Cessna 172 N & P, Reims Cessna F172 N & P, Equipped with TAE 125-01 or TAE 125-02-99 Installation," Issue 2-1, TAE-Nr.: 20-0310-20042, dated October 4, 2010; and

(7) Thielert Aircraft Engines GmbH "Supplemental Pilot's Operating Handbook and FAA Approved Airplane Flight Manual Supplement for the Cessna 172 R & S, Equipped with TAE 125-01 or TAE 125-02-99 Installation," Issue 2-1, TAE-Nr.: 20-0310-22042, dated October 4, 2010.

(j) 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.

(1) For service information identified in this AD, contact Thielert Aircraft Engines Service GmbH, Platanenstraße 14, D-09350 Lichtenstein, Deutschland; telephone: +49 (37204) 696-1474; fax: +49 (37204) 696-1910; Internet: <http://www.thielert.com/>.

(2) You may review copies of the 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.

(3) 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 April 5, 2011.

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



2011-09-19 BURKHART GROB LUFT-UND: Amendment 39-16681; Docket No. FAA-2011-0127; Directorate Identifier 2010-CE-065-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective June 15, 2011.

Affected ADs

(b) None.

Applicability

(c) This AD applies to BURKHART GROB LUFT-UND G 103 C Twin III SL gliders, all serial numbers, certificated in any category.

Subject

(d) Air Transport Association of America (ATA) Code 61: Propellers/Propulsors.

Reason

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

The in-flight loss of a propeller and pulley wheel from the engine of a Grob G 103 C Twin III SL powered sailplane has been reported.

Grob Aircraft AG suspects that the possible reasons for this loss can be due to an incorrect propeller track (the play at the propeller tip) and/or to a damaged propeller nut securing plate.

Those conditions, if not corrected, could also result in loosening of parts and, consequently could result in damage to the sailplane and possible injury to persons on the ground.

For the reasons stated above, this AD requires to inspect the propeller assembly attachment, to verify that the propeller track is within the allowable tolerances and, depending on findings, to accomplish the relevant corrective actions.

Actions and Compliance

(f) Unless already done, within 30 days after the effective date of this AD, do the following actions:

(1) Update the glider documentation following Grob Aircraft Service Bulletin No. MSB-869-24/1, dated July 20, 2009, by inserting the following revised pages from Grob Aircraft AG:

(i) Into the Grob Aircraft AG G 103 C Twin III SL Pilot's Operating Handbook (POH) (dated December 1991): Pages 0.2A, 0.3, 0.4, and 4.9, Revision 6, dated July 20, 2009.

(ii) Into the Grob Aircraft AG G 103 C Twin III SL Maintenance Manual (dated December, 1991) or FAA-approved maintenance program: pages 0.1A, 0.2, 0.3, 4.2, and 6.6, Revision 10, dated December 15, 2006.

(2) Inspect for cracks at the bent area of the engaged tooth of the upper pulley wheel securing plate following the procedure to access the area found on page 6.12 of the Grob Aircraft AG G 103 C TWIN III SL Maintenance Manual, Date of Issue December, 1991, Revision 9, dated May 24, 2002, as specified in Grob Aircraft Service Letter SL 869-01, dated June 9, 2009.

(3) Verify that the propeller track (the play at the propeller tip) is within the allowable tolerances following the procedure on page 4.9 of the Grob Aircraft AG G 103 C TWIN III SL POH, Date of Issue December, 1991, Revision 6, dated July 20, 2009, as specified in Grob Aircraft Service Letter SL 869-01, dated June 9, 2009.

Note 1: The torque values and tolerances of the upper pulley wheel grooved nut have been standardized in the POH and maintenance manual.

(4) If the bent area of the engaged tooth of the upper pulley wheel securing plate has no crack found per the inspection of paragraph (f)(2) of this AD, but the propeller track value measured is not within the allowable tolerances per paragraph (f)(3) of this AD, before further flight, readjust the torque of the upper pulley wheel grooved nut using the updated aircraft technical documentation following the procedure on page 6.12 of the Grob Aircraft AG G 103 C TWIN III SL Maintenance Manual, Date of Issue December, 1991, Revision 9, dated May 24, 2002, as specified in Grob Aircraft Service Letter SL 869-01, dated June 9, 2009. Ensure accordingly that the propeller track is within the allowable tolerances following the procedure on page 4.9 of the Grob Aircraft AG G 103 C TWIN III SL POH, Date of Issue December, 1991, Revision 6, dated July 20, 2009, as specified in Grob Aircraft Service Letter SL 869-01, dated June 9, 2009. If the propeller track is out of the allowable tolerance, then contact GROB for further instructions.

(5) If any crack is found in the bent area of the engaged tooth of the upper pulley wheel securing plate per the inspection in paragraph (f)(2) of this AD, before further flight, do the following actions:

(i) Remove the upper pulley wheel grooved nut and then look at the securing plate to identify if other teeth are available to be bent to secure the grooved nut. Do not bend an already bent tooth. If all teeth of the securing plate are already bent, replace the securing plate with a serviceable one.

(ii) Screw back the upper pulley wheel grooved nut (and its securing plate) and tighten it, applying the torque following page 6.12 of the Grob Aircraft AG G 103 C TWIN III SL Maintenance Manual, Date of Issue December, 1991, Revision 9, dated May 24, 2002, as specified in Grob Aircraft Service Letter SL 869-01, dated June 9, 2009. Ensure accordingly that the propeller track is within the allowable tolerances following the procedure on page 4.9 of the Grob Aircraft AG G 103 C TWIN III SL POH, Date of Issue December, 1991, Revision 6, dated July 20, 2009, as specified in Grob Aircraft Service Letter SL 869-01, dated June 9, 2009. If the propeller track is out of the allowable tolerances, then contact GROB for further instructions.

FAA AD Differences

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

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to Attn: Jim Rutherford, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4165; 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, a Federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

Related Information

(h) Refer to the following documents for related information:

- (1) MCAI EASA AD No.: 2010-0107, dated June 11, 2010;
- (2) Grob Aircraft Service Bulletin MSB 869-24/1, dated July 20, 2009;
- (3) Grob Aircraft Service Letter SL-869-01, dated June 9, 2009;
- (4) Grob Aircraft AG G 103 C Twin III SL Pilot's Operating Handbook (POH) (dated December 1991), pages 0.2A, 0.3, 0.4, and 4.9, Revision 6, dated July 20, 2009; and
- (5) Grob Aircraft AG G 103 C Twin III SL Maintenance Manual (dated December 1991), page 6.12, Revision 9, dated May 24, 2002; and pages 0.1A, 0.2, 0.3, 4.2, and 6.6, Revision 10, dated December 15, 2006.

(i) For service information related to this AD, contact GROB Aircraft AG, Lettenbachstrasse 9, 86874 Tussenhausen-Mattsies, Head of Customer Service and Support, Germany; telephone: +49 (0) 8268-998-139; fax: +49 (0) 8268-998-200; e-mail [; Internet: <http://www.grob-aircraft.eu>. 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.](mailto:aircraft.com)

Material Incorporated by Reference

(i) You must use Grob Aircraft Service Bulletin No. MSB-869-24/1, dated July 20, 2009; Grob Aircraft Service Letter SL-869-01, dated June 9, 2009; Grob Aircraft AG G 103 C Twin III SL Pilot's Operating Handbook (POH) (dated December 1991), pages 0.2A, 0.3, 0.4, and 4.9, Revision 6, dated July 20, 2009; and Grob Aircraft AG G 103 C Twin III SL Maintenance Manual (dated December 1991), page 6.12, Revision 9, dated May 24, 2002; and pages 0.1A, 0.2, 0.3, 4.2, and 6.6, Revision 10, dated December 15, 2006; 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 GROB Aircraft AG, Lettenbachstrasse 9, 86874 Tussenhausen-Mattsies, Head of Customer Service and Support, Germany; telephone: +49 (0) 8268-998-139; fax: +49 (0) 8268-998-200; e-mail [; Internet: <http://www.grob-aircraft.eu>.](mailto:aircraft.com)

(3) 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.

(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 April 22, 2011.

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



CORRECTED: The preamble incorrectly references this AD as 2011-10-16. We will issue a correction to the Federal Register. This copy has been corrected.

2011-09-51 Piaggio Aero Industries S.P.A.: Amendment 39-16697; Docket No. FAA-2011-0468; Directorate Identifier 2011-CE-013-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective May 31, 2011.

Affected ADs

- (b) This AD supersedes AD 2011-01-53, Amendment 39-16582.

Applicability

- (c) This AD applies to Piaggio Aero Industries S.p.A. Models P-180 airplanes, all serial numbers, certified in any category.

Subject

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

Reason

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

* * * another event of in-flight blockage of flight controls was reported by an operator. The aeroplane was already compliant with EASA AD 2010-0269-E, and during accomplishment of the AD required inspection no discrepancies had been noted, nor water or ice accumulation were reported. As a consequence, additional drain holes were not drilled.

For the reasons described above, this AD, which supersedes EASA AD 2010-0269-E, requires, in order to improve efficiency of the drainage system, to cut the rubber flap of the 2 aft flapper valves, to inspect the flapper valves for proper functioning and the subsequent accomplishment of a functional test of the fuselage drain holes.

Furthermore, for those MSN not compliant with Piaggio Aero Industries Service Bulletin (SB) 80-0291 and where no additional drain holes had been drilled in accordance with the accomplishment instructions of Piaggio Aero Industries Alert Service Bulletin ASB-80-0324, step 5, this AD requires drilling additional drain holes.

It is finally required to report the inspection results to Piaggio Aero industries.

Actions and Compliance

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

(1) Within the next 10 hours time-in-service (TIS) after May 31, 2011 (the effective date of this AD) or within the next 10 days after May 31, 2011 (the effective date of this AD), whichever occurs first, cut off the rubber flap of the two flapper valves near frame 36, inspect the flapper valves, and do the functional test of the valves and fuselage drainage holes following Part A of PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (Mandatory) N.: 80-0330, dated April 21, 2011.

(2) If in the inspection and functional test required in paragraph (f)(1) of this AD the valves and drain holes are found to not drain properly, before further flight, take corrective action following Part A of PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (Mandatory) N.: 80-0330, dated April 21, 2011.

(3) Within the next 165 hours TIS after May 31, 2011 (the effective date of this AD) or within the next 90 days after May 31, 2011 (the effective date of this AD), whichever occurs first, add drain holes on keel beam webs connecting the lateral bays to the center bays following Part B of PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (Mandatory) N.: 80-0330, dated April 21, 2011; or PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (Mandatory) N.: 80-0291, dated November 29, 2010.

(4) Within 10 days after complying with the actions required in paragraphs (f)(1), (f)(2), and (f)(3) of this AD or within 10 days after May 31, 2011 (the effective date of this AD), whichever occurs later, report the results (including no findings) using the Confirmation Slip attached to PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (Mandatory) N.: 80-0330, dated April 21, 2011. Send the report to Piaggio at one of the addresses (facsimile, email) referenced in the Related Information section, paragraph (i)(2) 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: Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4144; 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 the reporting requirement in this AD, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this

burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave., SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

Related Information

(h) Refer to EASA AD No.: 2011-0074-E, dated April 22, 2011; PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (Mandatory) N.: 80-0330, dated April 21, 2011; and PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (Mandatory) N.: 80-0291, dated November 29, 2010 for related information.

Material Incorporated by Reference

(i) You must use PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (Mandatory) N.: 80-0330, dated April 21, 2011; and PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (Mandatory) N.: 80-0291, dated November 29, 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 Piaggio Aero Industries S.p.A.-Airworthiness Office; Via Luigi Cibrario, 4-16154 Genova-Italy; telephone: +39 010 6481353; fax: +39 010 6481881; E-mail: airworthiness@piaggioaero.it.

(3) 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.

(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 May 4, 2011.

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



2011-10-09 Cessna Aircraft Company: Amendment 39-16690; Docket No. FAA-2010-1101; Directorate Identifier 2009-CE-013-AD.

Effective Date

(a) This airworthiness directive (AD) is effective June 17, 2011.

Affected ADs

(b) This AD supersedes AD 87-20-03 R2, Amendment 39-6669.

Applicability

(c) This AD applies to all serial numbers of the following Cessna Aircraft Company (Cessna) Models that are certificated in any category:

Models	
(1)	150A, 150B, 150C, 150D, 150E, 150F, 150G, 150H, 150J, 150K, 150L, 150M, A150K, A150L, A150M, F150F, F150G, F150H, F150J, F150K, F150L, F150M, FA150K, FA150L, FA150M, FRA150L, and FRA150M
(2)	152, A152, F152, and FA152
(3)	170, 170A, and 170B
(4)	172, 172A, 172B, 172C, 172D, 172E, 172F (USAF T-41A), 172G, 172H (USAF T-41A), 172I, 172K, 172L, 172M, 172N, 172P, 172Q, 172RG, F172D, F172E, F172F, F172G, F172H, F172K, F172L, F172M, F172N, F172P, FR172E, FR172F, FR172G, FR172H, FR172J, FR172K, P172D, R172E (USAF T-41B) (USAF T-41C and D), R172F (USAF T-41D), R172G (USAF T-41C or D), R172H (USAF T-41D), R172J, and R172K
(5)	175, 175A, 175B, and 175C
(6)	177, 177A, 177B, 177RG, and F177RG
(7)	180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J, and 180K
(8)	182, 182A, 182B, 182C, 182D, 182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, 182R, F182P, F182Q, FR182, R182, T182, and TR182
(9)	185, 185A, 185B, 185C, 185D, 185E, A185E, and A185F
(10)	188, 188A, A188, A188A, 188B, A188B, and T188C
(11)	190
(12)	195, 195A, and 195B

-
- (13) 206, P206, P206A, P206B, P206C, P206D, P206E, TP206A, TP206B, TP206C, TP206D, TP206E, TU206A, TU206B, TU206C, TU206D, TU206E, TU206F, TU206G, U206, U206A, U206B, U206C, U206D, U206E, U206F, and U206G
-
- (14) 207, 207A, T207, and T207A
-
- (15) 210, 210-5 (205), 210-5A (205A), 210A, 210B, 210C, 210D, 210E, 210F, 210G, 210H, 210J, 210K, 210L, 210M, 210N, 210R, P210N, P210R, T210F, T210G, T210H, T210J, T210K, T210L, T210M, T210N, and T210R
-
- (16) T303
-
- (17) 336
-
- (18) 337, 337A, 337B, 337C, 337D, 337E, 337F, 337G, 337H, F337E, F337F, F337G, F337H, FT337E, FT337F, FT337GP, FT337HP, M337B, P337H, T337B, T337C, T337D, T337E, T337F, T337G, T337H, and T337H-SP
-

Subject

(d) Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 51; Standard Practices Structures.

Unsafe Condition

(e) This AD was prompted by reports of seats slipping on the rails where the primary latch pin for the pilot/copilot seat is not properly engaged in the seat rail/track and reports of the seat roller housing departing the seat rail. We are issuing this AD to prevent seat slippage or the seat roller housing from departing the seat rail, which may consequently cause the pilot/copilot to be unable to reach all the controls. This failure could lead to the pilot/copilot losing control of the airplane.

Compliance

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

Actions

(g) For all airplanes, to address the unsafe condition described in paragraph (e) of this AD, you must do the following actions on the seat rails; seat rollers, washers, and axle bolts or bushings; seat roller housings and the tangs; and lock pin springs, unless already done, initially within the next 100 hours time-in-service (TIS) after the last inspection done following AD 87-20-03 R2 or within the next 12 calendar months after the effective date of this AD, whichever occurs first. Repetitively thereafter do the actions at intervals not to exceed every 100 hours TIS or every 12 months, whichever occurs first:

- (1) Visually inspect the pilot and copilot seat rails for dirt and debris that may prevent engagement of the seat locking pins. Before further flight, after any inspection where dirt or debris is found, remove the dirt or debris found.
- (2) Remove the seat from the seat rail.
 - (i) Remove the seat stops.
 - (ii) Disengage seat belt/shoulder harness from the seat, if necessary.
 - (iii) Raise vertical adjusting seats to maximum height.
 - (iv) Hold seat latches disengaged and slide the seat forward and aft to disengage rollers.
 - (v) Lift the seat out of the airplane.

(3) Inspect the diameter of each seat locking pin engagement hole in the pilot and copilot seat rails for excessive wear. Due to wear on the rail surface at the hole opening, we allow this measurement 0.020 of an inch below the surface of the rail. You must take this measurement somewhere between the surface of the rail or no more than 0.020 of an inch below the surface of the rail.

(i) If the diameter of any of the holes is 0.42 of an inch or more (see figure 1), before further flight, replace the rail.

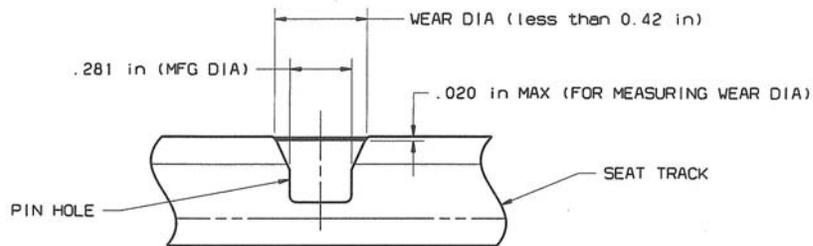


Figure 1. Diameter of seat pin locking engagement hole

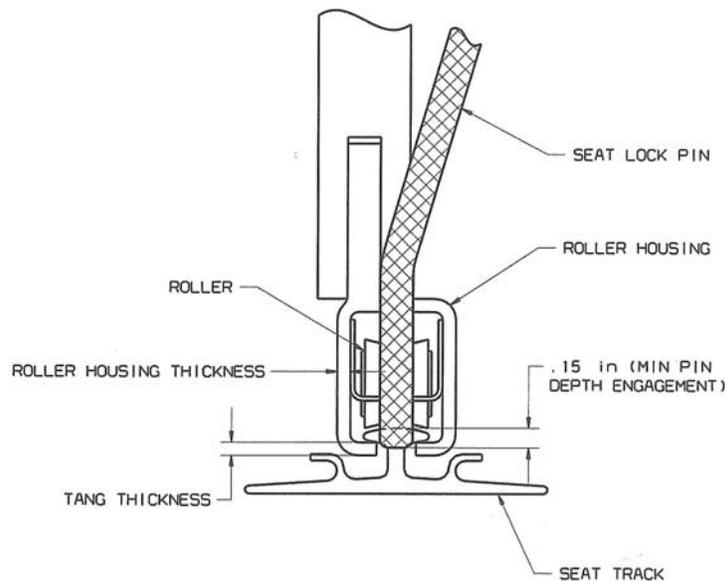


Figure 2. Seat locking pin depth engagement

(ii) Rail replacement does not terminate the repetitive actions required in paragraph (g) of this AD.

(4) Visually inspect the seat rollers for flat spots and inspect the rollers and washers for binding. Assure all rollers and washers, which are meant to rotate, turn freely on their axles (or bushings if installed).

(i) Before further flight, replace any rollers with flat spots and any worn washers.

(ii) Before further flight, remove and clean the parts if there is any binding between the bores of the rollers, washers, or axles.

(iii) Do not lubricate the rollers, washers, or axles because the lubricant will attract dust and other particles that may cause binding.

(5) Inspect the thickness of the tang (see figure 2 and figure 3). Due to wear of the tang chafing against the seat rail, measure the tang thickness where the tang inner edges contact the seat rail.

(i) If the tang thickness measures less than 0.05 of an inch, before further flight replace the roller housing.

(ii) Replacement of the roller housing does not terminate the repetitive actions required in paragraph (g) of this AD.

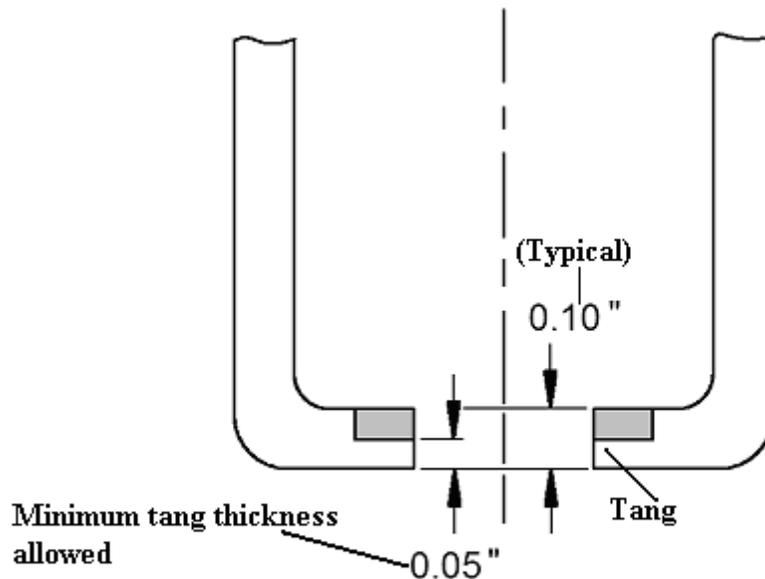


Figure 3. Closeup of seat roller housing and tang thickness

(6) Due to wear or deformation of the tangs, inspect the tang length from the inner edge of the tang to the outer edge (the bend area) of the roller housing (see figure 4).

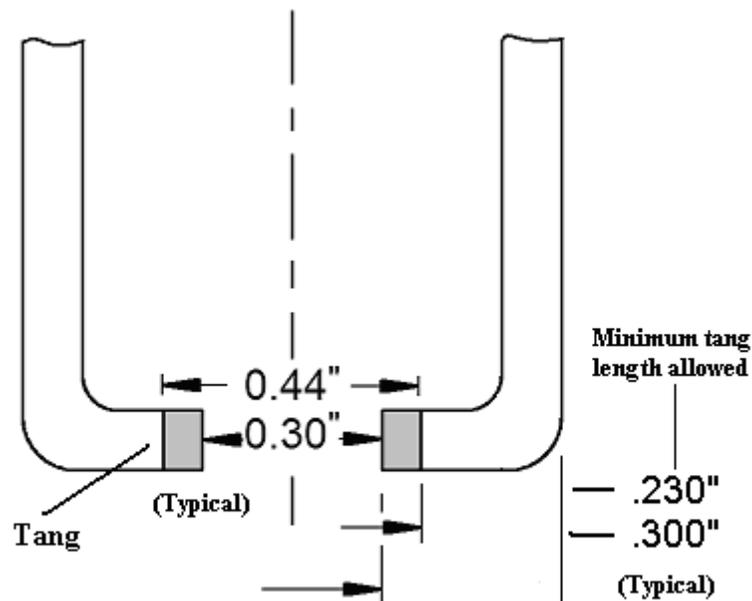


Figure 4. Closeup of seat roller housing and tang gap width

(i) The minimum measurement allowed for the remaining tang length is 0.230 inches remaining on either of the tangs, from the inner edge of the tang to the outer edge (the bend area) of the roller housing. If the measurement is less than 0.230 inches on either of the tangs, before further flight, replace the roller housing.

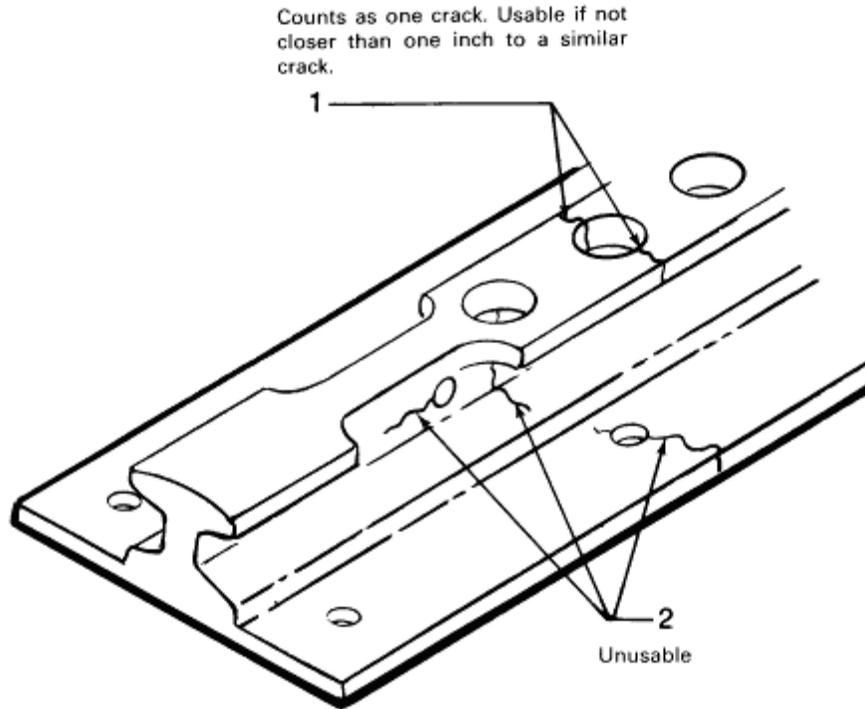
(ii) Replacement of the roller housing does not terminate the repetitive actions required in paragraph (g) of this AD.

(7) Inspect the springs that keep the lock pins in position in the rail holes for positive engagement action. Before further flight, replace any spring that does not provide positive engagement.

(8) Visually inspect the seat rails for cracks.

(i) If there are seat rail cracks that exceed the crack criteria in figure 5, before further flight, replace the seat rail.

(ii) Replacement of the seat rail does not terminate the repetitive actions required in paragraph (g) of this AD.



REPLACE SEAT RAIL WHEN:

- (1) Any portion of web or lower flange is cracked (index 2).
- (2) Any crack in crown of rail is in any direction other than right angle to length of rail.
- (3) Number of cracks on any one rail exceeds four, or any two cracks (index 1) are closer than one inch.

NOTE

Use of seat rail cargo tie-downs is not permissible on seat rails with cracks.

Figure 5. Seat rail

(9) Reinstall the seat on the seat rail.

(i) Lift the seat into the airplane and place on the seat rail.

(ii) Hold seat latches disengaged and slide the seat aft and then forward to re-engage rollers.

(iii) Lower vertical adjusting seats to a comfortable height.

(iv) Reattach seat belt/shoulder harness to the seat, if previously attached to the seat.

(v) Reinstall the seat stops.

(10) Lift up the forward edge of each seat to eliminate vertical play of the seat locking pin in the engagement hole, and from this position, inspect the depth of engagement of each seat locking pin (see figure 2). If the rail is worn, this depth is measured from the worn surface, not the manufactured surface.

(i) If engagement of any of the seat locking pins measures less than 0.15 of an inch, before further flight, replace or repair any seat components necessary to achieve a seat pin engagement of a minimum of 0.15 of an inch.

(ii) Repair or replacement of necessary seat components does not terminate the repetitive actions required in paragraph (g) of this AD.

Paperwork Reduction Act Burden Statement

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

Alternative Methods of Compliance (AMOCs)

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

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

(3) AMOCs approved for AD 87-20-03 R2 are approved for this AD.

Related Information

(j) For more information about this AD, contact Gary Park, Aerospace Engineer, ACE-118W, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4123; fax: (316) 946-4107; e-mail: gary.park@faa.gov.

Issued in Kansas City, Missouri, on April 27, 2011.

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



2011-10-11 AGUSTA S.p.A.: Amendment 39-16692. Docket No. FAA-2011-0452; Directorate Identifier 2008-SW-27-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective on May 31, 2011.

Other Affected ADs

- (b) None.

Applicability

(c) This AD applies to Model AB412 helicopters, with rescue hoist assembly, part number (P/N) BL-10300-60 or P/N 412-8800-01-315 with a rescue hook assembly, P/N S6150-61090-1 or P/N 412-8800-05-101, installed, certificated in any category.

Reason

(d) The mandatory continued airworthiness information (MCAI) states that a missing lock pin may cause the loss of the hoist hook and any load. The absence of the lock pin constitutes an unsafe condition and this AD is intended to detect the absence of this lock pin to prevent the loss of a rescue hoist hook and its load.

Actions and Compliance

- (e) Before further flight, unless accomplished previously, inspect the rescue hoist hook assembly (hook assembly) for the presence of an attached identification plate marked "BT 412-124."
 - (1) If this identification plate is installed on the hook assembly, no further action is required.
 - (2) If this identification plate is not installed on the hook assembly:
 - (i) Review the hook assembly maintenance records to determine if the hook assembly was manufactured after April 1, 2008. If so, no further action is required.
 - (ii) If the hook assembly date of manufacture is March 31, 2008, or earlier or if the date of manufacture cannot be determined, replace the hook assembly with an airworthy hook assembly that was either manufactured after April 2, 2008, or has an identification plate installed that is marked "BT 412-124."

Differences Between This AD and the MCAI

- (f) This AD differs from the MCAI as follows:
 - (1) We do not require inspecting spare part hook assemblies.
 - (2) We do not require a March 31, 2008 compliance time because that date has passed.
 - (3) We do not require returning a hook assembly in which there is no lock pin installed to the manufacturer.

Other Information

(g) Alternative Methods of Compliance (AMOCs): The Manager, Safety Management Group, 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: George Schwab, Aerospace Engineer, Safety Management Group, FAA, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, TX 76137; telephone (817) 222-5114; fax (817) 222-5961.

Related Information

(h) Mandatory Continuing Airworthiness Information (MCAI) Ente Nazionale Per L'Aviazione Civile (ENAC) Airworthiness Directive No. 2008-62, dated February 19, 2008, and Agusta Alert Bollettino Tecnico No. 412-124, dated February 19, 2008, contain related information.

(i) The Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code is 2550, External Load Handling Equipment.

Issued in Fort Worth, Texas, on April 28, 2011.

Scott A. Horn,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2011-10-12 Eurocopter France: Amendment 39-16693; Docket No. FAA-2010-1228; Directorate Identifier 2009-SW-12-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective on June 22, 2011.

Other Affected ADs

- (b) None.

Applicability

(c) This AD applies to Model AS350B, B1, B2, B3, BA, and EC130 B4 helicopters with ARRIEL engines with Aircraft Parts Corporation (APC) starter-generators, part number (P/N) 150SG122Q or P/N 200SGL130Q, without "004" marked on the identification plate, installed, certificated in any category.

Reason

(d) The mandatory continuing airworthiness information (MCAI) AD states that several engine flameouts involved failure of the 41-tooth pinion in the engine accessory gearbox that caused the engine fuel pump to fail. Each affected helicopter had an APC (currently UNISON) starter-generator installed. Investigation revealed the torque damping system of the starter-generator was inoperative. The EASA AD requires a new adjustment procedure to optimize the performance of the specified starter-generator damping assembly. The required actions are intended to prevent failure of a pinion and a fuel pump, engine flameout, and subsequent loss of control of the helicopter.

Actions and Compliance

(e) Within 110 hours time-in-service (TIS) or 3 months, whichever occurs first, unless already accomplished, do the following:

(1) Replace the cup springs and fan nut, functionally test the damping system, and after this modification, mark "004" on the identification plate of the APC starter generator, as depicted in Figures 1 and 2, and by following the Accomplishment Instructions, paragraph 2.B.2., of Eurocopter Alert Service Bulletin (ASB) No. 80.00.07, Revision 1, dated February 6, 2009, for the Model AS350B, BA, B1, B2, and B3 helicopters; or ASB No. 80A003, Revision 1, dated February 6, 2009, for the Model EC130 B4 helicopter.

(2) Before installing an APC starter-generator with P/N 150SG122Q or P/N 200SGL130Q, comply with the requirements of this AD.

Differences Between This AD and the MCAI AD

- (f) The MCAI AD refers to flight hours instead of hours time-in-service.

Other Information

(g) Alternative Methods of Compliance (AMOCs): The Manager, Safety Management Group, Attn: DOT/FAA Southwest Region, Ed Cuevas, ASW-112, Aviation Safety Engineer, Rotorcraft Directorate, Safety Management Group, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone 817-222-5355, fax 817-222-5961, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

(h) EASA AD No. 2009-0027, dated February 18, 2009, which supersedes and cancels EASA AD No. 2009-0004, dated January 12, 2009, contains related information.

Joint Aircraft System/Component (JASC) Code

(i) The JASC Code is 2435: Starter-Generator.

Material Incorporated by Reference

(j) You must use the specified portions of Eurocopter Alert Service Bulletin No. 80.00.07, Revision 1, dated February 6, 2009; or Eurocopter Alert Service Bulletin No. 80A003, Revision 1, dated February 6, 2009, to do the actions required.

(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 American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, TX 75053-4005, telephone 972-641-3460, fax 972-641-3527, or at <http://www.eurocopter.com>.

(3) You may review copies at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Fort Worth, Texas 76137; 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 Fort Worth, Texas, on April 28, 2011.

Scott A. Horn,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2011-10-13 Diamond Aircraft Industries GmbH: Amendment 39-16694; Docket No. FAA-2011-0185; Directorate Identifier 2011-CE-002-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective June 17, 2011.

Affected ADs

(b) AD 2010-25-01 addresses this same condition on Diamond Aircraft Industries GmbH Models DA 40 and DA 40F airplanes.

Applicability

(c) This AD applies to Diamond Aircraft Industries GmbH Models DA 42, DA 42-NG, and DA 42 M-NG airplanes, all serial numbers, certificated in any category.

Subject

(d) Air Transport Association of America (ATA) Code 52: Doors.

Reason

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

Since 2004, more than 30 reports have been received of in-flight loss of a rear passenger door on Diamond aeroplanes, the majority of which were DA 40. In addition, at least 18 doors have been replaced because of damage found on the hinge.

Diamond Aircraft Industries conducted analyses and structural tests to determine the root cause of the door opening in flight. The conclusions were that the primary locking mechanism provided adequate strength to react to the loads in flight. It was also determined that the root cause was the crew not properly securing the rear passenger door by the main locking mechanism, prior to flight. Damage to the hinges has been caused primarily by external loads (wind gust conditions) while the aeroplane was parked.

All DA 40 and DA 42 aeroplanes have a system installed that provides a warning if the main door latch is not fully closed and a secondary safety latch (with retaining bracket) design feature. The initial intended design function of the latch was to hold the rear passenger door in the "near closed" position while on the ground, protecting the door from wind gusts. However, the original retaining bracket Part Number (P/N) DA4-5200-00-69 might not hold the door in this "near closed" position while in flight. To address this problem, DAI have designed an improved retaining bracket, P/N DA4-

5200-00-69-SB, which has been satisfactory tested to hold the door closed in flight. In addition, DAI have revised the Airplane Flight Manual (AFM) emergency door unlocked/open procedure.

This condition, if not corrected, could result in the rear passenger door opening and departing the aeroplane in flight.

For the reasons described above, this AD requires implementation of amendment of the AFM procedures for flight with the door unlocked/open, and replacement of the passenger door retaining bracket with an improved part.

Actions and Compliance

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

(1) Within 6 months after June 17, 2011 (the effective date of this AD), incorporate Diamond Aircraft Temporary Revision TR-MAM 42-443, pages 3-55a and 3-55b, dated June 17, 2010, into the FAA-approved airplane flight manual following Diamond Aircraft Temporary Revision TR-MAM 42-443, Cover Page, dated June 17, 2010.

(2) Within 6 months after June 17, 2011 (the effective date of this AD), replace the rear passenger door retaining bracket with an improved design retaining bracket following Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB 42-083/No. MSB 42NG-014, dated July 13, 2010; and Diamond Aircraft Industries GmbH Work Instruction WI-MSB 42-083/WI-MSB 42NG-014, dated July 13, 2010.

(3) As of 6 months after June 17, 2011 (the effective date of this AD), do not install a part number DA4-5200-00-69 rear passenger door retaining bracket.

FAA AD Differences

Note : This AD differs from the MCAI and/or service information as follows: On November 23, 2010, we issued AD 2010-25-01 as a unilateral action to address this unsafe condition on Diamond Aircraft Industries GmbH Models DA 40 and DA 40F airplanes. The European Aviation Safety Agency (EASA) issued AD 2010-0235 to address the same unsafe condition on both DA 40 and DA 42 series airplanes. Since AD 2010-25-01 already addresses this unsafe condition on Models DA 40 and DA 40F airplanes, we are not including those models in this AD.

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: Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4144; 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, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the

Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave., SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

Related Information

(h) Refer to MCAI EASA AD 2010-0235, dated November 10, 2010; Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB 42-083/No. MSB 42NG-014, dated July 13, 2010; Diamond Aircraft Industries GmbH Work Instruction WI-MSB 42-083/WI-MSB 42NG-014, dated July 13, 2010; and Diamond Aircraft Temporary Revision TR-MAM 42-443, pages 3-55a and 3-55b, dated June 17, 2010, for related information.

Material Incorporated by Reference

(i) You must use Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB 42-083/No. MSB 42NG-014, dated July 13, 2010; Diamond Aircraft Industries GmbH Work Instruction WI-MSB 42-083/WI-MSB 42NG-014, dated July 13, 2010; and Diamond Aircraft Temporary Revision TR-MAM 42-443, pages 3-55a and 3-55b, dated June 17, 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 Diamond Aircraft Industries GmbH, N.A. Otto-Straße 5, A-2700 Wiener Neustadt, Austria, telephone: +43 2622 26700; fax: +43 2622 26780; e-mail: office@diamond-air.at; Internet: <http://www.diamond-air.at>.

(3) 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.

(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 May 3, 2011.

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



2011-11-01 British Aerospace Regional Aircraft: Amendment 39-16699; Docket No. FAA-2011-0230; Directorate Identifier 2011-CE-004-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective June 22, 2011.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to British Aerospace Regional Aircraft Model HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201 airplanes, all serial numbers, that are:

- (1) Equipped with main landing gear (MLG) fittings, part number (P/N) 1379133B1/B2/B3/B4 that incorporate Modifications JM5218 or JM8003; and
- (2) Certificated in any category.

Subject

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

Reason

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

As a result of fatigue-testing programme on Jetstream aeroplanes, cracks have been found on the main landing gear (MLG) fittings that embody modifications JM5218 or JM8003.

This condition, if not detected and corrected, could lead to a MLG collapse on the ground or during landing, possibly resulting in a fuel tank rupture, consequent damage to the aeroplane or injury to the occupants.

Analysis of this failure indicates that an inspection regime has to be implemented in order to ensure the safe operation of the MLG beyond the accumulation of 41 000 Flight Cycles (FC).

For the reasons described above, this AD requires initial and repetitive eddy current inspections, and depending on findings, accomplishment of corrective actions.

The MCAI requires replacing or repairing any cracked MLG fitting found during the initial and repetitive inspections. You may obtain further information by examining the MCAI in the AD docket.

Actions and Compliance

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

(1) Upon accumulating 41,000 flight cycles (landings) on the MLG since first installation or within the next 2,000 flight cycles (landings) on the MLG after June 22, 2011 (the effective date of this AD), whichever occurs later, eddy current inspect all the MLG leg pivot beam fastener bores for cracks. Do the inspections following British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-JA090240, Revision 1, dated January 18, 2010.

(2) Before further flight after any inspection required in paragraphs (f)(1), (f)(2)(i), (f)(2)(ii), and (f)(3) of this AD in which cracks are found, replace the MLG fitting or repair any cracks. Cracks are defined in paragraph 2.D.(4) of British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-JA090240, Revision 1, dated January 18, 2010. Replace or repair the MLG fitting following British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-JA090240, Revision 1, dated January 18, 2010. Any time the MLG fitting is repaired or replaced, do the following actions as applicable:

(i) MLG fitting is replaced with a new MLG fitting as specified in paragraph (f)(2) of this AD: Upon accumulating 41,000 flight cycles (landings) after replacement, eddy current inspect all the MLG leg pivot beam fastener bores for cracks. Do the inspections following British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-JA090240, Revision 1, dated January 18, 2010.

(ii) MGL fitting is repaired as specified in paragraph (f)(2) of this AD: Upon accumulating 27,000 flight cycles (landings) after the last repair and repetitively thereafter at intervals not to exceed 27,000 flight cycles (landings), eddy current inspect all the MLG leg pivot beam fastener bores for cracks. Do the inspections following British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-JA090240, Revision 1, dated January 18, 2010.

(3) If no cracks are found during any inspection required in paragraph (f)(1), (f)(2)(i), or (f)(2)(ii) of this AD, repetitively thereafter upon accumulating 27,000 flight cycles (landings) after the last inspection, eddy current inspect all the MLG leg pivot beam fastener bores for cracks.

(4) As of June 22, 2011 (the effective date of this AD), only install a MLG fitting specified in paragraph (c)(1) of this AD that has been eddy current inspected and found free of cracks following British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-JA090240, Revision 1, dated January 18, 2010.

(5) Some of the compliance times of this AD are presented in flight cycles (landings). If the total flight cycles have not been kept, multiply the total number of airplane hours time-in-service by 0.75. For the purposes of this AD:

(i) 75 cycles equals 100 hours TIS; and

(ii) 750 cycles equals 1,000 hours TIS.

Note 1: Credit will be given for the inspection required in paragraph (f)(1) of this AD and the corrective action required in paragraph (f)(2) of this AD if already done before June 22, 2011 (the effective date of this AD) following British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-JA090240, original issue dated April 29, 2009; and BEA Systems All Operator Message: Ref 09-014J-1, issue 1, dated July 31, 2009.

FAA AD Differences

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

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Taylor Martin, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4138; fax: (816) 329-4090; e-mail: taylor.martin@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

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

Related Information

(h) Refer to MCAI European Aviation Safety Agency (EASA) AD No. 2011-0016, dated February 1, 2011; British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-JA090240, original issue dated April 29, 2009; British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-JA090240, Revision 1, dated January 18, 2010; and BAE Systems All Operator Message: Ref 09-014J-1, issue 1 dated July 31, 2009, for related information.

Material Incorporated by Reference

(i) You must use British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-JA090240, Revision 1, dated January 18, 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 BAE Systems (Operations) Ltd, Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, United Kingdom; telephone: +44 1292 675207; fax: +44 1292 675704; Internet: <http://www.baesystems.com/WorldWideLocations/UK/>; e-mail: RAPublications@baesystems.com.

(3) 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.

(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 May 10, 2011.

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