



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

BIWEEKLY 2011-14

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

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 2011-12			
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



CORRECTION: [*Federal Register Volume 76, Number 122 (Friday, June 24, 2011)*]; Pages 36980-36981; www.access.gpo.gov/su_docs/aces/aces140.html]

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.



2011-13-02 Costruzioni Aeronautiche Tecnam srl: Amendment 39-16725; Docket No. FAA-2011-0326; Directorate Identifier 2011-CE-006-AD.

Effective Date

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

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Costruzioni Aeronautiche Tecnam srl P2006T airplanes, serial numbers 01/US through 046/US, 047/US, and 049/US, 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:

During Landing Gear retraction/extension ground checks performed on the P2006T, a loose Seeger ring was found on the nose landing gear hydraulic actuator cap.

The manufacturer has identified the root cause of this discrepancy in a design deficiency of the hydraulic actuator caps.

This condition, if not corrected, could determine uncommanded and improper extension of the nose or main landing gear. To prevent this condition, this AD requires modifying each nose and main landing gear hydraulic actuator by installing security rings.

Actions and Compliance

(f) Unless already done, within 50 hours time-in-service after July 22, 2011 (the effective date of this AD) or within 60 days after July 22, 2011 (the effective date of this AD), whichever occurs first, modify each nose and main landing gear hydraulic actuator in accordance with Costruzioni Aeronautiche Tecnam Service Bulletin No. SB 036-CS, 1st Edition, Rev 1, dated December 15, 2010.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: The applicability of this AD clarifies the applicability for airplanes in the United States.

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: Albert Mercado, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4119; 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 European Aviation Safety Agency (EASA) AD No.: 2011-0042, dated March 11, 2011; and Costruzioni Aeronautiche Tecnam Service Bulletin No. SB 036-CS, 1st Edition, Rev 1, dated December 15, 2010, for related information. For service information related to this AD, contact Costruzioni Aeronautiche TECNAM Airworthiness Office, Via Maiorise-81043 Capua (CE) Italy; telephone: +39 0823 620134; fax: +39 0823 622899; e-mail: m.oliva@tecnam.com, p.violetti@tecnam.com; internet: <http://www.tecnam.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.

Material Incorporated by Reference

(i) You must use Costruzioni Aeronautiche Tecnam Service Bulletin No. SB 036-CS, 1st Edition, Rev 1, dated December 15, 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 Costruzioni Aeronautiche TECNAM Airworthiness Office, Via Maiorise-81043 Capua (CE) Italy; telephone: +39 0823 620134; fax: +39 0823 622899; e-mail: m.oliva@tecnam.com, p.violetti@tecnam.com; Internet: <http://www.tecnam.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 June 10, 2011.

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



2011-13-03 Lycoming Engines (Type certificate previously held by Textron Lycoming) and Teledyne Continental Motors (TCM) Turbocharged Reciprocating Engines: Amendment 39-16726; Docket No. FAA-2011-0126; Directorate Identifier 2011-NE-03-AD.

Effective Date

(a) This AD is effective July 13, 2011.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the Lycoming Engines and TCM turbocharged reciprocating engines listed in, but not limited to, Table 1 of this AD, with the following Hartzell Engine Technologies, LLC (HET) turbocharger models TA3601, TAO401, TAO402, TAO411, TAO413, T1879, T18A21, T18A44, THO867, and TEO659, installed:

- (1) Newly manufactured turbochargers (otherwise known as the -0000 series) before serial number H-NJL00003, or rebuilt (otherwise known as the -9000 series) before serial number H-NJR00002; and
- (2) With less than 50 hours time-in-service (TIS) on the effective date of this AD; and
- (3) With a part number listed in Table 2 or Table 3 of this AD; and
- (4) With a "slanted A" foundry mark located on the center housing and rotating assembly (CHRA).

Table 1—Engines Affected

TSIO-520-BE	TSIO-360-H	TIO-540-AF1A	TIGO-541-E
TSIO-360-MB, SB	O-540-L3C5D	TIO-540-AF1B	GTSIO-520-F
TIO-540-AK1A	TSIO-520-T	TIO-540-AH1A	GTSIO-520-K
L/TSIO-360-RB	L/TO-360-E1A6D	TIO-541-E1D4	GTSIO-520-D
TIO-540-AE2A	TIO-540-AG1A	TIO-541-E1C4	GTSIO-520-H

Table 2—KAES Turbocharger Part Numbers Affected

406990-9004	407540-0003	407540-9003	407800-9003	408590-9012	408610-0001
465292-0001	465292-9001	465292-0002	465292-9002	465292-0004	465292-9004
465398-9002	466011-0002	466011-9002	466304-0003	466304-9003	466642-0001
466642-0002	466642-9002	466642-0005	466642-9005	466642-0006	466642-0007
408610-9001	465398-0002	466642-9001	N/A	N/A	N/A

Table 3–Original Equipment Turbocharger Part Numbers Affected

637374-1	633274-4	635034-2	642518-4	646677	649151-1
649151-2	46C19836	46C19839	46C22924	C295001-0301	C295001-0304
LW-10191	LW-13310	LW-16254	N/A	N/A	N/A

(d) This AD does not require action for:

- (1) Turbochargers with more than 50 hours TIS on the effective date of this AD.
- (2) Turbochargers with a circled "JT" foundry mark on the CHRA.

(e) This AD does not apply to engines with new or overhauled turbochargers installed on or before September 2001.

Unsafe Condition

(f) This AD was prompted by a turbocharger failure due to machining debris that was not cleaned from the cavities of the center housing and rotating assembly (CHRA), during manufacture. We are issuing this AD to prevent seizure of the turbocharger turbine, which could result in damage to the engine, and smoke in the airplane cabin.

Compliance

(g) Unless already done, disassemble, clean, and reassemble the turbochargers affected by this AD as follows:

Turbochargers With Between 0 and 10 Hours TIS

(1) For affected turbochargers including overhauls, with between 0 and 10 hours TIS on the effective date of this AD, before further flight, disassemble the turbocharger, clean the CHRA center housing cavity, and reassemble the turbocharger.

Turbochargers With More Than 10 Hours TIS But Less Than 50 Hours TIS

(2) For affected turbochargers including overhauls, with more than 10 hours TIS but less than 50 hours TIS on the effective date of this AD, within the next 10 hours TIS, disassemble the turbocharger, clean the CHRA center housing cavity, and reassemble the turbocharger.

(3) Use paragraphs 1 through 10 of the CLEANING CHRA CENTER HOUSING section of Hartzell Engine Technologies, LLC SB No. 040, Revision A, dated December 22, 2010, to do the cleaning.

(4) The reference to Step 16 in paragraph 10 of the CLEANING CHRA CENTER HOUSING section of Hartzell Engine Technologies, LLC SB No. 040, Revision A, dated December 22, 2010, is incorrect. The correct reference is Step 9.

Turbochargers With More Than 50 Hours TIS

(h) For turbochargers with more than 50 hours TIS on the effective date of this AD, no further action is required.

Special Flight Permits

(i) Special flight permits are restricted to day Visual Meteorological Conditions flight only.

Alternative Methods of Compliance (AMOCs)

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

Related Information

(k) For more information about this AD, contact Gary Wechsler, Aerospace Engineer, Atlanta Aircraft Certification Office, 1701 Columbia Avenue, College Park, GA 30337; phone: 404-474-5575; fax: 404-474-5606; e-mail: gary.wechsler@faa.gov.

Material Incorporated by Reference

(l) You must use Hartzell Engine Technologies, LLC Service Bulletin No. 040, Revision A, dated December 22, 2010, to clean the turbocharger.

(m) The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(n) For service information identified in this AD, contact Hartzell Engine Technologies, LLC, 2900 Selma Highway, Montgomery, AL 36108, phone: 334-386-5400; fax: 334-386-5450.

(o) You may review copies of the service information that is incorporated by 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 the FAA, call 781-238-7125. For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on June 14, 2011.

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