



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

BIWEEKLY 2012-05

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U.S. Department of Transportation
Federal Aviation Administration
Engineering Procedures Office, AIR-110
P. O. Box 25082
Oklahoma City, OK 73125-0460

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 2012-01			
2010-19-06 R1	COR	Turbomeca	Engine: Arriel 1A, 1A1, 1B, 1C, 1C1, 1C2, 1D, 1D1, and IS1 turboshaft
2011-26-10		Enstrom Helicopter Corporation	Rotorcraft: F-28C, F-28C-2, F-28F, 280C, 280F, 280FX, TH-28, 480, and 480B
2011-27-09		Socata	TBM 700
2012-01-01		Various Aircraft	See AD
2012-01-02		Schempp-Hirth Flugzeugbau	Glider: Discus 2cT
Biweekly 2012-02			
2011-18-12	S 82-13-05R1	Eurocopter France	Rotorcraft: AS350B, B1, B2, B3, BA, and D; and AS355E, F, F1, F2, and N
2011-27-08		Agusta S.p.A.	Rotorcraft: A109S and AW109SP
2011-27-51		Hawker Beechcraft	1900, 1900C, 1900C (Military), 1900D
2012-01-07		BRP-Powertrain GmbH	Engine: Rotax 914 F2, 914 F3, and 914 F4 reciprocating
2012-01-11		Cirrus Design	SR22T
2012-02-05		Thielert Aircraft Engines GmbH	Engine: TAE 125-02-99 and TAE-125-02-114 reciprocating
Biweekly 2012-03			
71-13-01R1		Lycoming Engines	Engine: TIO-540-A series
2012-01-03		Eurocopter France	Rotorcraft: AS332L2 and EC225LP
2012-02-02	S 2008-03-02	Cessna	172R and 172S
2012-02-06		Honeywell International	Engine: TPE331-10, -10AV, -10GP, -10GT, -10N, -10P, -10R, -10T, -10U, -10UA, -10UF, -10UG, -10UGR, -10UR, and TPE331-11U
2012-02-10	S 2011-07-13	CPAC	112, 112B, 112TC, 112TCA, 114, 114A, 114B, and 114TC
2012-02-13		Eurocopter France	Rotorcraft: EC130B4
2012-02-51	E	Bell Helicopter Textron Canada Limited	Rotorcraft: 206L, L-1, L-3, and L-4
2012-03-06	S 2011-15-10	Superior Air Parts, Lycoming Engines, and Continental Motors	Engine: Fuel injected reciprocating engines
2012-03-52	E	Mooney Aviation	M20TN and M20R
Biweekly 2012-04			
2012-03-01		Eurocopter Deutschland	Rotorcraft: EC135 helicopters
2012-03-07		Lycoming Engines	Engine: See AD
2012-03-11	S 2010-03-06	Turbomeca S.A.	Engine: Arriel 2B and 2B1 turboshaft engines
Biweekly 2012-05			
2010-11-09R1	R	Thielert Aircraft Engines GmbH	Engine: TAE 125-01 and TAE 125-02-99 reciprocating engines
2011-12-10	COR	Robinson Helicopter Company	R22, R22 Alpha, R22 Beta, and R22 Mariner helicopters; R44 and R44 II helicopters
2011-27-04	COR	Hawker Beechcraft Corporation	95-C55, D55, E55, 58, and 58A airplanes
2012-03-52		Mooney	M20R and M20TN airplanes
2012-04-03		BRP-Powertrain GmbH & Co. KG	912 S2 and 912 S3 reciprocating engines; 914 F2 reciprocating engines



2010-11-09R1 Thielert Aircraft Engines GmbH: Amendment 39-16972; Docket No. FAA-2009-0201; Directorate Identifier 2008-NE-47-AD.

(a) Effective Date

This AD is effective April 11, 2012.

(b) Affected ADs

This AD revises AD 2010-11-09, Amendment 39-16314 (75 FR 32253, June 8, 2010).

(c) Applicability

This AD applies to Thielert Aircraft Engines GmbH (TAE) models TAE 125-01 and TAE 125-02-99 reciprocating engines designated with part number (P/N) 05-7200-K000301 or 02-7200-14017R1. The engines are installed on, but not limited to, Diamond Aircraft Industries Model DA 42 airplanes.

(d) Unsafe Condition

This AD was prompted by engine in-flight shutdown incidents reported on Diamond Aircraft Industries DA 42 airplanes equipped with TAE 125 engines. The investigations showed that it was mainly the result of failure of the proportional pressure reducing valve (PPRV) (also known as the propeller control valve) due to high vibrations. Since the release of European Aviation Safety Agency (EASA) AD 2008-0145, the engine gearbox has been identified as the primary source of vibrations for the PPRV, and it has also been determined that failure of the electrical connection to the PPRV could have contributed to some power loss events or in-flight shutdowns. We are issuing this AD to prevent engine in-flight shutdown, possibly resulting in reduced control of the aircraft.

(e) Actions and Compliance

Unless already done, do the following actions.

(f) TAE 125-02-99 Reciprocating Engines

(1) Initial PPRV Replacement

For TAE 125-02-99 reciprocating engines with engine, P/N 05-7200-K000301, within 55 flight hours after the effective date of this AD:

(i) Replace the existing PPRV with PPRV, P/N 05-7212-E002801. Use paragraphs A. through B. of TAE Service Bulletin (SB) No. TM TAE 125-1007 P1, Revision 3, dated October 17, 2011, or SB No. TM TAE 125-1007 P1, Revision 2, dated April 29, 2009, to do the replacement.

(ii) Install a vibration isolator, P/N 05-7212-K022302, to the gearbox assembly. Use paragraphs 1 through 20 of TAE SB No. TM TAE 125-1009 P1, Revision 3, dated October 14, 2009, to do the installation.

(2) Repetitive PPRV Replacements

Thereafter, within every 600 flight hours, replace the PPRV, P/N 05-7212-E002801, with the same P/N PPRV.

(g) TAE 125-01 Reciprocating Engines

(1) Initial PPRV Replacement

For TAE 125-01 reciprocating engines with engine, P/N 02-7200-14017R1, within 55 flight hours after the effective date of this AD:

(i) Replace the existing PPRV with a PPRV, P/N NM-0000-0124501 or P/N 05-7212-K021401. Use paragraph 1 of TAE SB No. TM TAE 125-0018, Revision 1, dated November 12, 2008, to do the replacement.

(ii) Inspect the electrical connectors of the PPRV and replace the connectors if damaged, and install a vibration isolator, P/N 05-7212-K023801, to the gearbox assembly. Use paragraphs 1 through 27 of TAE SB No. TM TAE 125-0020, Revision 1, dated November 25, 2009, to do the inspection and installation.

(2) Repetitive PPRV Replacements

Thereafter, within every 300 flight hours, replace the PPRV with a PPRV, P/N NM-0000-0124501 or P/N 05-7212-K021401.

(h) FAA Differences

(1) We have found it necessary to not reference the second paragraph of the unsafe condition from the MCAI EASA AD 2009-0224. That sentence stated that the problem has only manifested itself on those TAE engines installed on Diamond Aircraft Industries DA 42 aircraft. The affected engines which require a PPRV could be used on other make and model airplanes in the future.

(2) We also did not reference the February 28, 2010 compliance date, which is in EASA AD 2009-0193R1, or the January 31, 2010 compliance date which is in EASA AD 2009-0224.

(i) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, FAA, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request.

(j) Related Information

(1) Refer to EASA AD 2009-0224, dated October 20, 2009 (TAE 125-02-99), and EASA AD 2009-0193R1, dated December 1, 2009 (TAE 125-01), for related information.

(2) For more information about this AD, contact Alan Strom, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7143; fax: 781-238-7199; email: alan.strom@faa.gov, for more information about this AD.

(3) For service information identified in this AD, contact Thielert Aircraft Engines GmbH, Platanenstrasse 14 D-09350, Lichtenstein, Germany, phone: 37204-696-0; fax: 37204-696-2912; email: info@centurion-engines.com

(k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise.

(3) The following service information was approved for IBR on April 11, 2012.

(i) Thielert Aircraft Engines (TAE) GmbH, TAE Service Bulletin (SB) No. TM TAE 125-1007 P1, Revision 3, October 17, 2011.

(4) The following service information was approved for IBR on July 13, 2010 (75 FR 32253, June 8, 2010).

(i) Thielert Aircraft Engines (TAE) GmbH, TAE SB No. TM TAE 125-1007 P1, Revision 2, April 29, 2009.

(ii) Thielert Aircraft Engines (TAE) GmbH, TAE SB No. TM TAE 125-1009 P1, Revision 3, dated October 14, 2009.

(iii) Thielert Aircraft Engines (TAE) GmbH, TAE SB No. TM TAE 125-0020, including Annexes A and B, Revision 1, dated November 25, 2009.

(iv) Thielert Aircraft Engines (TAE) GmbH, TAE SB No. TM TAE 125-0018, Revision 1, dated November 12, 2008.

(5) For service information identified in this AD, contact Thielert Aircraft Engines GmbH, Platanenstrasse 14 D-09350, Lichtenstein, Germany, phone: 37204-696-0; fax: 37204-696-2912; email: engines.com%3Einfo@centurion-engines.com.

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

(7) 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 NARA, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr_locations.html.

Issued in Burlington, Massachusetts, on February 24, 2012.

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



CORRECTION: Federal Register Volume 77, Number 43 (Monday, March 5, 2012); Pages 12991-12992.

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

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

Compliance: Required as indicated.

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

(a) Before the first flight of each day, visually check for any exposed (bare metal) skin-to-spar joint area on the lower surface of each blade. The actions required by this paragraph may be performed by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the aircraft records showing compliance with this AD in accordance with 14 CFR 43.9(a)(1)-(4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439. This authorization is an exception to our standard maintenance regulations.

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

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

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

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

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

(f) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Send your request to the Manager, Los Angeles Aircraft Certification Office, FAA, Airframe Branch, 3960 Paramount Blvd., Lakewood, California 90712,

regarding Model R22 helicopters ATTN: Eric D. Schrieber, Aviation Safety Engineer, telephone (562) 627-5348, fax (562) 627-5210, or regarding Model R44 helicopters Attn: Fred Guerin, Aviation Safety Engineer, telephone (562) 627-5232, fax (562) 627-5210.

(g) Special flight permits will not be issued.

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

(i) The inspections shall be done following the specified portions of Robinson R22 Service Bulletin SB-103, dated April 30, 2010, or R44 Service Bulletin SB-72, dated April 30, 2010, as appropriate for each model helicopter. Repaint the exposed area of a blade by following Robinson R22 Service letter SL-56B and R44 Service Letter SL-32B (combined in one document), dated April 30, 2010. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Robinson Helicopter Company, 2901 Airport Drive, Torrance, CA 90505, telephone (310) 539-0508, fax (310) 539-5198, or at <http://www.robinsonheli.com/servelib.htm>. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas, or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

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

Issued in Fort Worth, Texas, on June 2, 2011.

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



CORRECTION: Federal Register Volume 77, Number 43 (Monday, March 5, 2012); Page 12991.

2011-27-04 Hawker Beechcraft Corporation: Amendment 39-16905; Docket No. FAA-2011-1420; Directorate Identifier 2011-CE-035-AD.

(a) Effective Date

This AD is effective December 29, 2011.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Hawker Beechcraft Corporation Models 95-C55, D55, E55, 58, and 58A airplanes, all serial numbers that are:

- (1) equipped with Supplemental Type Certificate (STC) SA1762SO; and
- (2) certificated in any category.

Note 1: STC SA1762SO is sometimes referred to as the "Foxstar modification." This modification includes new Continental IO-550 engines, new Hartzell 4-bladed propellers, and the addition of winglets.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 34; Airspeed Indicator.

(e) Unsafe Condition

This AD was prompted by information that suggests the affected airplane models with STC SA1762SO installed may not have the correct minimum control speed (VMC) markings on the airspeed indicator(s). We are issuing this AD to correct the unsafe condition on these products.

(f) Compliance

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

(g) VMC Markings

Within the next 10 hours time-in-service (TIS) after December 29, 2011 (the effective date of this AD) or within the next 30 days after December 29, 2011 (the effective date of this AD), whichever occurs first, inspect all added placards, pilot operating handbooks (POHs), and airplane

flight manual (AFM) supplements to identify modifications other than STC SA1762SO that state a VMC limitation.

Note 2: The abbreviation VMC for minimum control speed used in this AD may be identified in the AFM and AFM supplements as VMCA.

(1) If no modifications that state a VMC limitation are identified, other than STC SA1762SO, within the compliance time specified in paragraph (g) of this AD, inspect the VMC marking on the airspeed indicator(s) and airspeed limitations placard(s) to assure they are marked accurately to match the VMC specified in the AFM supplement associated with STC SA1762SO.

(i) If the VMC marking on both the airspeed indicator(s) and the airspeed limitations placard(s) do match the VMC specified in the AFM supplement associated with STC SA1762SO, paragraph (g)(1)(iii) is the only other action required by this AD.

(ii) If either the VMC marking on the airspeed indicator(s) or the airspeed limitations placard(s) do not match the VMC specified in the AFM supplement associated with STC SA1762SO, before further flight after the inspection required in paragraph (g)(1) of this AD, install a temporary placard(s) for the airspeed indicator(s) and/or install a temporary placard(s) over the VMC marked on the airspeed limitations placard(s), as applicable.

(A) The VMC as specified on both the airspeed indicator(s) or temporary placard(s) and the airspeed limitations placard(s) must match the VMC specified in the AFM supplement associated with STC SA1762SO, following the instructions in paragraph (h) of this AD.

(B) Before further flight after the inspection required in paragraph (g)(1) of this AD, you may have the airspeed indicator(s) permanently remarked and/or permanently remark the airspeed limitations placard(s) as required in paragraph (i), *Remarking the Airspeed Indicator(s) and the Airspeed Limitations Placard(s)*, of this AD in lieu of installing the temporary placard(s) for the airspeed indicator(s) and/or installing the temporary placard(s) for the VMC on the airspeed limitations placard(s).

(iii) If the AFM lists an intentional one-engine-inoperative speed (VSSE), you must use the formula below in paragraph (g)(1)(iii)(A) of this AD and establish a new VSSE, unless the existing VSSE is equal to or greater than the VSSE determined by the formula. If the AFM does not state a VSSE, skip forward to the actions required in paragraph (h) of this AD, *Temporary Airspeed Indicator(s) and Temporary Airspeed Limitations Placard(s) Installation*.

(A) $\text{New VSSE} = ((\text{VSSE from the AFM}) / (\text{VMC from the AFM})) \times (\text{VMC from the AFM supplement associated with STC SA1762SO})$.

(B) If necessary, insert the following language for the new VSSE into the AFM in all areas that refer to VSSE: "The revised VSSE is — in accordance with AD 2011-27-04."

(2) If modifications that state a VMC limitation are identified, in addition to STC SA1762SO, within the compliance time specified in paragraph (g) of this AD, inspect the VMC marking on the airspeed indicator(s) and the airspeed limitations placard(s) to assure they match and are marked accurately with the highest VMC specified in either the AFM or any placards and/or AFM supplements associated with any modifications that state a VMC limitation.

(i) If the VMC marking on the airspeed indicator(s) and the airspeed limitations placard(s) match and are marked with the highest VMC specified in either the AFM or any placards and/or AFM supplements associated with any modifications that affect VMC, skip forward to the actions required in paragraph (g)(2)(iii) of this AD.

(ii) If the VMC marking on the airspeed indicator(s) and the airspeed limitations placard(s) do not match and/or are not marked with the highest VMC specified in either the AFM or any placards and/or AFM supplements associated with any modifications that affect VMC, before further flight after the inspection required in paragraph (g)(2), install a temporary placard(s) for the airspeed indicator(s) and/or install a temporary placard(s) over the VMC marked on the airspeed limitations placard(s), as applicable.

(A) The VMC on both the airspeed indicator(s) and the airspeed limitations placard(s) must match the highest VMC specified in either the AFM or any placards and/or AFM supplements associated with any modifications that affect VMC, following the instructions in paragraph (h) of this AD, Temporary Airspeed Indicator(s) and Temporary Airspeed Limitations Placard(s) Installation.

(B) Before further flight after the inspection required in paragraph (g)(2), you may have the airspeed indicator(s) permanently remarked and/or permanently remark the airspeed limitations placard(s) as required in paragraph (i), Remark the Airspeed Indicator(s) and the Airspeed Limitations Placard(s), of this AD in lieu of installing the temporary placard(s) for the airspeed indicator(s) and/or installing the temporary placard(s) for the VMC on the airspeed limitations placard(s).

(iii) If the AFM or any of the AFM supplements that state a VMC limitation also list a VSSE, you must use the formula below in paragraph (g)(2)(iii)(A) of this AD and establish a new VSSE, unless the existing VSSE is equal to or greater than the VSSE determined by the formula. If the AFM or any of the AFM supplements do not list a VSSE, skip forward to the actions required in paragraph (h) of this AD, Temporary Airspeed Indicator(s) and Temporary Airspeed Limitations Placard(s) Installation.

(A) New VSSE = ((VSSE from the AFM)/(VMC from the AFM)) x (VMC as determined by paragraph (g)(2) of this AD).

(B) If the VSSE listed in the AFM or any AFM supplements that state a VMC limitation is higher than the VSSE determined by paragraph (g)(2)(iii)(A) of this AD above, then the highest of all these values shall be the new VSSE.

(C) If necessary, insert the following language for the new VSSE into the AFM in all areas that refer to VSSE, including AFM supplements: "The revised VSSE is — in accordance with AD 2011-27-04."

(h) Temporary Airspeed Indicator(s) and Temporary Airspeed Limitations Placard(s) Installation

(1) If required by the actions in paragraph (g)(1)(ii) or (g)(2)(ii) of this AD, fabricate a temporary placard(s) (using at least 1/8-inch black letters on a white background) with the following words and install the placard(s) on the instrument panel in the nearest practical location to the airspeed indicator(s) within the pilot's clear view: "VMC = — ." Insert in the blank space the VMC as determined by the actions required in either paragraph (g)(1)(ii) or (g)(2)(ii) of this AD.

(2) If the VMC on the existing airspeed limitations placard is different than determined in either paragraph (g)(1)(ii) or (g)(2)(ii) of this AD, fabricate a temporary placard(s) (using letter sizes similar to those on the existing airspeed limitations placard(s) with black letters on a white background) with the VMC as determined by the actions required in either paragraph (g)(1)(ii) or (g)(2)(ii) of this AD and install the placard(s) over the VMC listed on the existing airspeed limitations placard(s).

Note 3: You may use FAA Advisory Circular 43.13-2B for additional guidance on installing placards. You can find Advisory Circular 43.13-2B at http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf.

(i) Remark the Airspeed Indicator(s) and the Airspeed Limitations Placard(s)

(1) If during either of the inspections required in paragraphs (g)(1) or (g)(2) of this AD, the VMC marking on the airspeed indicator(s) was not marked accurately and required immediate temporary corrective action (placard), within the next 12 months after December 29, 2011 (the effective date of this AD), permanently remark the airspeed indicator(s) with the correct VMC marking. This instrument modification must be done by an appropriately rated repair facility.

(i) After the airspeed indicator(s) has been remarked, mark the airspeed indicator(s) instrument casing to clearly indicate that the markings comply with this AD stating "Modified in compliance with AD 2011-27-04, refer to AD 2011-27-04 for replacement part criteria."

(ii) Any replacement airspeed indicator must also meet the VMC marking requirements in paragraphs (i)(1) and (i)(1)(i) of this AD.

(iii) After the VMC has been remarked as required in this paragraph, you may remove the temporary placard(s) installed as required in paragraph (g)(1)(ii) and (g)(2)(ii) of this AD.

(iv) Instead of installing the temporary placard(s) after either of the inspections when it is determined the VMC marking on the airspeed indicator(s) is not marked accurately, you may permanently remark the airspeed indicator(s) as required in paragraph (i), Remark the Airspeed Indicator(s) and the Airspeed Limitations Placard(s), of this AD provided it is done before further flight.

(2) If during either of the inspections required in paragraphs (g)(1) or (g)(2) of this AD, the VMC marking on the airspeed limitations placard(s) was not marked accurately and required immediate temporary corrective action (placard), within the next 12 months after December 29, 2011 (the effective date of this AD), permanently remark or remake the airspeed limitations placard(s) with the correct VMC marking.

(j) Alternative Methods of Compliance (AMOC)

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

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

(k) Related Information

For more information about this AD, contact Eric B. Potter, Aerospace Engineer, Atlanta ACO, FAA, 1701 Columbia Avenue, College Park, Georgia 30337; phone: (404) 474-5583; fax: (404) 474-5606; email: eric.potter@faa.gov.

Issued in Kansas City, Missouri, on December 21, 2011.

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



2012-03-52 Mooney Aviation Company, Inc. (Mooney): Amendment 39-16958; Docket No. FAA-2012-0182; Directorate Identifier 2012-CE-005-AD.

(a) Effective Date

This AD is effective February 29, 2012 to all persons except those persons to whom it was made immediately effective by Emergency AD 2012-03-52, issued on February 10, 2012, which contained the requirements of this amendment.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the following Mooney Aviation Company, Inc. airplanes, certificated in any category:

Models	Serial Numbers
(1) M20R	29-0465 through 29-0519
(2) M20TN	31-0003 through 31-0127

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 55; Stabilizers.

(e) Unsafe Condition

This AD was prompted by a report of an incident on a Mooney Model M20TN airplane regarding failure of the tail pitch trim assembly. We are issuing this AD to detect incorrect positioning and improper attachment of the trim fitting, hinge, and filler plate of the tail pitch trim assembly; and detect improper security of the Huck Bolt fasteners to prevent failure of the tail pitch trim assembly, which could result in loss of control.

(f) Compliance

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

(g) Inspection

Before further flight after receipt of this AD, inspect the trim fitting, hinge, and filler plate of the tail pitch trim assembly for correct positioning and proper attachment; and also inspect that the

Huck Bolt fasteners are properly secured following Mooney Aviation Company, Inc. Service Bulletin No. M20-313, dated February 7, 2012.

(h) Corrective Action

If during the inspection required in paragraph (g) of this AD you find incorrect positioning or improper attachment of the trim fitting, hinge, and filler plate of the tail pitch trim assembly; and/or you find loose or improperly installed Huck Bolt fasteners, before further flight, contact Mooney for FAA-approved repair instructions and perform the repair. Use the contact information found in paragraph (n)(2) of this AD.

(i) Reporting Requirement

Within 24 hours after the inspection required in paragraph (g) of this AD, send the inspection results to Mooney and to the FAA using the following contact information. Use the form on page 4 of Mooney Aviation Company, Inc. Service Bulletin No. M20-313, dated February 7, 2012, to comply with this AD action:

- (1) Mooney Aviation Company, Inc., 165 Al Mooney Road North, Kerrville, Texas 78028; telephone: (830) 896-6000; email: technicalsupport@mooney.com; Internet: www.mooney.com; and
- (2) Andrew McAnaul, Aerospace Engineer, ASW-150 (c/o MIDO-43), 10100 Reunion Place, Suite 650, San Antonio, Texas 78216; telephone: (210) 308-3365; facsimile: (210) 308-3370; email: andrew.mcanaul@faa.gov.

(j) Special Flight Permit

Special flight permits are prohibited for this AD.

(k) Paperwork Reduction Act Burden Statement

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.

(l) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Fort Worth 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.

(m) Related Information

For more information about this AD, contact Andrew McAnaul, Aerospace Engineer, ASW-150 (c/o MIDO-43), 10100 Reunion Place, Suite 650, San Antonio, Texas 78216; telephone: (210) 308-3365; facsimile: (210) 308-3370; email: andrew.mcanaul@faa.gov.

(n) Material Incorporated by Reference

(1) You must use Mooney Aviation Company, Inc. Service Bulletin No. M20-313, dated February 7, 2012, to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Mooney Aviation Company, Inc., 165 Al Mooney Road North, Kerrville, Texas 78028; telephone: (830) 896-6000; email: technicalsupport@mooney.com; Internet: www.mooney.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 that is incorporated by reference 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 Kansas City, Missouri, on February 16, 2012.

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



2012-04-03 BRP-Powertrain GmbH & Co. KG (formerly BRP-Rotax GmbH & Co KG, Bombardier-Rotax GmbH & Co. KG, and Bombardier-Rotax GmbH): Amendment 39-16959; Docket No. FAA-2012-0126; Directorate Identifier 2012-NE-07-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective March 16, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to BRP-Powertrain GmbH & Co KG:

(1) Rotax 912 S2 and 912 S3 reciprocating engines, serial numbers (S/Ns) 4,924.287 to 4,924.295 inclusive, 4,924.300 to 4,924.304 inclusive, 4,924.342 to 4,924.350 inclusive, 4,924.352, and 4,924.353.

(2) Rotax 914 F2 reciprocating engines, S/Ns 4,421.079, 4,421.080, and 4,421.081.

(d) Reason

This AD was prompted by the discovery that during engine production, some engines may not have had the oil pump attachment bolts torqued to specification. We are issuing this AD to prevent oil leaks, which could result in an in-flight engine shutdown and forced landing.

(e) Actions and Compliance

Unless already done, do the following actions within four flight hours or 30 days after the effective date of this AD, whichever occurs first.

(1) Inspect the oil pump and engine valve train for oil leaks in accordance with paragraph 3.1) step 1. of BRP-Powertrain GmbH & Co KG, Rotax Aircraft Engines Mandatory Alert Service Bulletins (ASBs) No. ASB-912-060 and No. ASB-914-043 (combined in one document), dated January 26, 2012.

(2) If no leaks are found during the inspection, tighten the four oil pump attachment bolts with lock washers installed to 10 Nm (90 in. lb.).

(3) If any leaks are found during the inspection specified in paragraph (e)(1) of this AD, do the following:

(i) Remove the oil pump and inspect all surfaces for wear, cracks, or damage. If any measurable wear, cracking, or damage is found, reject the oil pump. If no measurable wear, cracking, or damage is found, replace the three o-rings and the four gasket rings and reinstall the oil pump.

(ii) Inspect the engine valve train washers for increased wear, in accordance with paragraph 3.1.3) steps 19. through 21. of BRP-Powertrain GmbH & Co KG, Rotax Aircraft Engines Mandatory ASBs No. ASB-912-060 and No. ASB-914-043 (combined in one document), dated January 26, 2012.

(f) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request.

(g) Related Information

(1) For more information about this AD, contact Alan Strom, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; email: alan.strom@faa.gov; phone: 781-238-7143; fax: 781-238-7199.

(2) Refer to European Aviation Safety Agency Emergency AD 2012-0019-E, dated November 15, 2011, for related information.

(h) Material Incorporated by Reference

(1) You must use BRP-Powertrain GmbH & Co KG, Rotax Aircraft Engines, Mandatory Alert Service Bulletins Nos. ASB-912-060 and ASB-914-043 (combined in one document), dated January 26, 2012, to do the actions required by this AD, unless the AD specifies otherwise.

(2) 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.

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

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

(5) 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/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on February 15, 2012.

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