



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

BIWEEKLY 2009-109

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

U.S. Department of Transportation
Federal Aviation Administration
Regulatory Support Division
Delegation and Airworthiness Programs Branch, AIR-140
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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;			
Biweekly 2009-01			
2008-17-51		MD Helicopters, Inc	Rotorcraft: MD900
2008-26-01	S 2008-11-17	Air Tractor, Inc	See AD
2008-26-02	S 2006-06-51	General Electric Company	Engine: CT7-8A
2008-26-05		Bombardier-Rotax GmbH	Engine: 914 F
2008-26-10		Cessna	See AD
2008-26-11		Piper	See AD
2008-26-12		Aircraft Industries a.s	Sailplane: L 23 Super Blanik
Biweekly 2009-02			
No Small Aircraft ADs were issued during Biweekly 2009-02.			
Biweekly 2009-03			
2009-01-11		Turbomeca	Engine: Arriel 2B and 2B1
2009-02-02		Polskie Zaklady Lotnicze Spolka zo.o	PZL M26 01
2009-02-03		Lycoming Engines, SeeAD	Engine: See AD
Biweekly 2009-04			
No Small Aircraft ADs were issued during Biweekly 2009-04.			
Biweekly 2009-05			
2008-02-08	S 2006-21-11	Turbomeca	Engine: Turmo IV A and IV C
2009-03-04		Turbomec	Engine: Arriel 1E2, 1S, and 1S1
2009-03-05		Pratt Whitney Canada	Engine: PW206A, PW206B, PW206B2, PW206C, PW206E, PW207C, PW207D, and PW207E
2009-04-01		Wytownia Sprzetu Komunikacyjnego	Engine: PZL-10W
2009-04-04		Cessna	401, 401A, 401B, 402, 402A, 402B
2009-04-05		Cessna	182Q and 182R
2009-04-08		BURKHART GROB LUFT- UND RAUMFAHRT GmbH & CO KG	Glider: G103 TWIN II, G103A TWIN II ACRO, G103C TWIN III ACRO, G 103 C TWIN III
2009-04-09	S 2008-11-10	Viking Air Limite	DHC-6-1, DHC-6-100, DHC-6-200, and DHC-6-300
2009-04-14		PILATUS AIRCRAFT LTD	PC-12/47E
2009-05-01	S 2007-04-12	Gippsland Aeronautics Pty. Ltd	GA8
2009-05-05		Avidyne Corporation	Primary Flight Displays
2009-05-06		Embraer	EMB-500
Biweekly 2009-06			
2009-05-07	S 2008-06-17	Pilatus Aircraft Ltd	PC-12, PC-12/45, PC-12/47, PC-12/47E
2009-05-12		Cessna	208 and 208B
Biweekly 2009-07			
2009-05-08		Trimble or Freeflight Systems	Appliance: Global positioning system (GPS)
2009-05-09		Bell Helicopter Textron, Inc.	Rotorcraft: 412, 412EP, 412CF
2009-06-01		Eurocopter France	Rotorcraft: EC 155B and EC155B1
2009-06-07		Agusta S.p.A.:	Rotorcraft: AB139 and AW139
2008-07-51	E	Bell Helicopter Textron Canada	Rotorcraft: 206A, 206B, and 206L and 407 and 427
2009-07-52	E, S 2009-07-52	Bell Helicopter Textron Canada	Rotorcraft: 206A, 206B, and 206L and 407 and 427
2009-07-53	E	Sikorsky Aircraft	Rotorcraft: S-92A

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;

Biweekly 2009-08

2006-08-08 R1	R	Air Tractor, Inc.	AT-400, AT-401, AT-401B, AT-402, AT-402A, and AT-402B
2009-07-08		Piper	PA-46-350P and PA46R-350T
2009-07-09		DORNIER Luftfahrt GmbH	228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, Dornier 228-202, and Dornier 228-212
2009-07-13		MD Helicopters, Inc.	Rotorcraft: MD900
2009-07-14		Diamond Aircraft Industries GmbH	DA 40
2009-08-03	S 2007-19-52	Bell Helicopter Textron Canada Limited	Rotorcraft: 206A, 206B, 206L, 206L-1, 206L-3, 206L-4, 222, 222B, 222U, 230, 407, 427, and 430
2009-08-05		Liberty Aerospace Incorporated	XL-2

Biweekly 2009-09

2009-07-52	FR	Bell Helicopter Textron Canada Limited	Rotorcraft: 206A series, 206B series, and 206L
2009-08-08		Turbomeca	Engine: Arriel 1B, 1D, and 1D1, Arriel 2B, and 2B1
2009-08-09		EADS SOCATA	TBM 700
2009-08-10	S 2009-04-14	Pilatus Aircraft Ltd	PC-12/47E
2009-08-11		Pilatus Aircraft Ltd	PC-12 and PC-12/45
2009-09-51	E	EUROCOPTER FRANCE	Rotorcraft: EC225LP

Biweekly 2009-10

2009-07-53	FR	Sikorsky Aircraft Corporation	Rotorcraft: S-92A
2009-09-03		Turbomeca S.A.	Engine: Arriel 2B and 2B1
2009-09-04		EADS-PZL	PZL-104 WILGA 80
2009-09-09		Cessna	LC40-550FG, LC41-550FG, LC42-550FG



2009-07-53 Sikorsky Aircraft Corporation: Amendment 39-15886. Docket No. FAA-2009-0351; Directorate Identifier 2009-SW-08-AD.

Applicability: Model S-92A helicopters with a main gearbox housing assembly, part number (P/N) 92351-15110-042, -043, or -044, that is not marked with "TS-062-01" near the P/N, certificated in any category.

Compliance: Required before further flight, unless accomplished previously.

To prevent failure of a main gearbox filter bowl assembly mounting stud (stud), which could result in rapid loss of oil, failure of the main gearbox, and subsequent loss of control of the helicopter, accomplish the following:

(a) Remove the titanium studs by following the Accomplishment Instructions in Sikorsky Alert Service Bulletin No. 92-63-014, Rev. A, dated March 20, 2009 (ASB), paragraph 3.A.

Note: Figure 1 of the ASB contains guidance for removal and installation of the studs.

(b) Visually inspect the tapped holes and the main gearbox housing lockring counterbore for damage. If you find damage in the tapped holes or in the main gearbox housing lockring counterbore, contact the Boston Aircraft Certification Office for an approved repair.

(c) Install steel studs and mark the main gearbox housing as "TS-062-01" near the P/N by following the Accomplishment Instructions in the ASB, paragraph 3.C.

(d) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Boston Aircraft Certification Office, Engine and Propeller Directorate, FAA, Attn: Kirk Gustafson, Aviation Safety Engineer, 12 New England Executive Park, Burlington, MA 01803, telephone (781) 238-7190, fax (781) 238-7170, for information about previously approved alternative methods of compliance.

(e) Special flight permits will not be issued.

(f) Remove and replace the studs by following the specified portions of Sikorsky Alert Service Bulletin No. 92-63-014, Rev. A, dated March 20, 2009. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Sikorsky Aircraft Corporation, Attn: Manager, Commercial Technical Support, Mailstop s581a, 6900 Main Street, Stratford, CT, telephone (203) 383-4866, e-mail address tsslibrary@sikorsky.com, or at <http://www.sikorsky.com>. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas or at the National Archives and Records Administration (NARA). For information on the

availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

(g) This amendment becomes effective on April 27, 2009, to all persons except those persons to whom it was made immediately effective by Emergency AD 2009-07-53, issued March 23, 2009, which contained the requirements of this amendment.

Issued in Fort Worth, Texas, on April 9, 2009.
Mark R. Schilling,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2009-09-03 Turbomeca S.A.: Amendment 39-15889. Docket No. FAA-2007-28077; Directorate Identifier 2007-NE-20-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective June 1, 2009.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Turbomeca S.A. Arriel 2B and 2B1 turboshaft engines. These engines are installed on, but not limited to, Eurocopter AS 350 B3 and EC 130 B4 helicopters.

Reason

(d) Several cases of Gas Generator Turbine (HP Turbine) blade rearward displacement have been detected during borescope inspection or in repair centre following engine disassembly. Two of them resulted in blade rubs between the rear face of the fir-tree roots and the rear bearing support cover. High HP blade rearward displacement can potentially result in blade release due to fatigue of the blade, which would cause an uncommanded in-flight engine shutdown.

We are issuing this AD to prevent an uncommanded in-flight engine shutdown which could result in an emergency autorotation landing or, at worst, an accident.

Actions and Compliance

- (e) Unless already done, do the following actions:

Initial Inspection

(1) Perform an initial HP turbine borescope inspection according to Turbomeca S.A. Mandatory Service Bulletin (MSB) No. 292 72 2825, dated April 5, 2007 as follows:

(i) For engines with fewer than 500 hours and 450 cycles since new or since the last HP turbine borescope inspection, inspect before reaching 600 hours or 500 cycles, whichever occurs first. Replace HP turbine modules with rearward turbine blade displacement greater than 0.5 mm.

(ii) For the remaining engines, inspect within the next 100 hours. Replace HP turbine modules with rearward turbine blade displacement greater than 0.5 mm.

Repetitive Inspections

(2) Perform repetitive HP turbine borescope inspections according to Turbomeca S.A. MSB No. 292 72 2825, dated April 5, 2007:

(i) Within 600 hours or 500 cycles from the previous inspection, whichever occurs first, if the rearward displacement of the turbine blades was less than 0.2 mm. Replace HP turbine modules with rearward turbine blade displacement greater than 0.5 mm.

(ii) Within 100 hours of the previous inspection if the rearward displacement of the turbine blades was between 0.2 mm and 0.5 mm. Replace HP turbine modules with rearward turbine blade displacement greater than 0.5 mm.

FAA AD Differences

(f) For clarification, we restructured the actions and compliance wording of this AD.

(g) We deleted the Turbomeca reporting requirement from the AD, since we determined that the reporting requirement was unnecessary.

Alternative Methods of Compliance (AMOCs)

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

Related Information

(i) Refer to EASA Airworthiness Directive 2007-0109, dated April 19, 2007, and Turbomeca S.A. MSB No. 292 72 2825, dated April 5, 2007, for related information.

(j) Contact James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: james.lawrence@faa.gov; telephone (781) 238-7176; fax (781) 238-7199, for more information about this AD.

Material Incorporated by Reference

(k) You must use Turbomeca S.A. Mandatory Service Bulletin No. 292 72 2825, dated April 5, 2007, to do the actions required by this AD, unless the AD specifies otherwise.

(l) For service information identified in this AD, contact Turbomeca, 40220 Tarnos, France; telephone 33 05 59 74 40 00, fax 33 05 59 74 45 15.

(m) You may review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on April 16, 2009.
Peter A. White,
Assistant Manager, Engine and Propeller Directorate,
Aircraft Certification Service.



2009-09-04 EADS-PZL "Warszawa-Okęcie" S.A.: Amendment 39-15890; Docket No. FAA-2009-0371; Directorate Identifier 2009-CE-021-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective May 18, 2009.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Model PZL-104 WILGA 80 airplanes, all serial numbers, certificated in any category.

Subject

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

Reason

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

An inspection of a PZL-104 aeroplane that had a relatively long operational background revealed a severe corrosion of the steel front fuselage structural elements.

It is likely that such corrosion can also be present on other aeroplanes of similar design and operational history.

If left uncorrected, this condition could lead to loss of strength of the structural front posts elements and consequent reduction of the structural strength of the aeroplane.

For the reason stated above, this Airworthiness Directive (AD) mandates inspecting the fuselage front posts, repairing any corrosion found and replacing pads made of foam rubber by pads made of Neoprene to prevent water ingress.

Actions and Compliance

- (f) Unless already done, do the following actions.

(1) Within 12 years from date of manufacture or within the next two months after May 18, 2009 (the effective date of this AD), whichever occurs later, inspect the fuselage front posts for signs of corrosion following paragraph 6.A. of EADS-PZL "Warszawa-Okęcie" S.A. Mandatory Bulletin No. 10409036, dated March 18, 2009.

(2) If corrosion or any corrosion damage is found during the inspection required in paragraph (f)(1) of this AD, before further flight, repair or replace any parts where corrosion or corrosion damage was found in accordance with an FAA-approved repair solution obtained from EADS-PZL "Warszawa-Okęcie" S.A.

(3) Within 12 years from date of manufacture or within the next two months after May 18, 2009 (the effective date of this AD), whichever occurs later, replace the rear glass padding following paragraph 6.C. of EADS-PZL "Warszawa-Okęcie" S.A. Mandatory Bulletin No. 10409036, dated March 18, 2009.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows:

(1) The MCAI specifies revising the airplane maintenance program to include a repetitive inspection of the fuselage front posts. We are not including the maintenance program revision action in this AD. The Administrative Procedure Act does not permit the FAA to "bootstrap" a long-term requirement into an urgent safety of flight action where the rule becomes effective at the same time the public has the opportunity to comment. The short-term action and the long-term action are analyzed separately for justification to bypass prior public notice.

(2) After issuing this AD, we may initiate further AD action (notice of proposed rulemaking followed by a final rule) to require a maintenance program revision action to do a repetitive inspection of the fuselage front posts. Credit will be given in any subsequent action for the inspection done under 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: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; 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, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) Refer to MCAI European Aviation Safety Agency (EASA) AD No.: 2009-0072, dated March 31, 2009, and EADS-PZL "Warszawa-Okęcie" S.A. Mandatory Bulletin No. 10409036, dated March 18, 2009, for related information.

Material Incorporated by Reference

(i) You must use EADS-PZL "Warszawa-Okęcie" S.A. Mandatory Bulletin No. 10409036, dated March 18, 2009, 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 EADS-PZL "Warszawa-Okęcie" S.A., Aleja Krakowska 110/114, 00-971 Warszawa, Poland; telephone: +48 22 577 22 11; fax: +48 22 577 22 03; e-mail: eadsplz@plz.eads.net; Internet: http://www.eads.net/1024/en/businet/airbus/airbus_military/pzl/pzl.html.

(3) You may review copies of the service information incorporated by reference for this AD at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the Central Region, call (816) 329-3768.

(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 15, 2009.

Kim Smith,
Manager, Small Airplane Directorate,
Aircraft Certification Service.



2009-09-09 Cessna Aircraft Company (Type Certificate previously held by Columbia Aircraft Manufacturing (previously The Lancair Company)): Amendment 39-15895; Docket No. FAA-2009-0395; Directorate Identifier 2009-CE-023-AD.

Effective Date

(a) This AD becomes effective on May 11, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the following airplane models and serial numbers that are certificated in any category:

Model	Serial Nos.
LC40-550FG	40001 through 40079.
LC41-550FG	41001 through 41800, 411001 and subsequent.
LC42-550FG	42001 through 42569, 421001 and subsequent.

Unsafe Condition

(d) This AD is the result of reports that cracked lower rudder hinge brackets were found on two of the affected airplanes. We are issuing this AD to detect and correct damage, i.e., cracking, deformation, and discoloration, in the rudder hinges and the rudder hinge brackets, which could result in failure of the rudder. This failure could lead to loss of control.

Compliance

(e) To address this problem, you must do the following per Cessna Aircraft Company Single Engine Service Bulletin SB09-27-01, dated April 13, 2009, unless already done:

Condition	Initial Inspection	Repetitive Inspection
(1) For airplanes with 25 hours time-in-service (TIS) or more as of May 11, 2009 (the effective date of this AD):	<p>With the rudder removed and using 10X visual magnification, inspect all three rudder hinges and rudder hinge brackets for damage, i.e., cracking, deformation, and discoloration, at whichever of the following occurs first:</p> <p>(i) Within the next 10 hours TIS after May 11, 2009 (the effective date of this AD); or</p> <p>(ii) Within the next 30 days after May 11, 2009 (the effective date of this AD).</p>	<p>Thereafter inspect as follows:</p> <p>(A) Every 25 hours TIS or 3 months, whichever occurs first, without removing the rudder, visually inspect all three rudder hinges and rudder hinge brackets for damage; and</p> <p>(B) Every 50 hours TIS or 6 months, whichever occurs first, with the rudder removed and using 10X visual magnification, inspect all three rudder hinges and rudder hinge brackets for damage.</p>
(2) For airplanes with less than 25 hours TIS as of May 11, 2009 (the effective date of this AD):	<p>Without removing the rudder, visually inspect all three rudder hinges and rudder hinge brackets for damage, at whichever of the following occurs later:</p> <p>(i) Upon accumulating 25 hours TIS; or</p> <p>(ii) Within the next 10 hours TIS after May 11, 2009 (the effective date of this AD).</p>	<p>Thereafter inspect as follows:</p> <p>(A) Every 25 hours TIS or 3 months, whichever occurs first, without removing the rudder, visually inspect all three rudder hinges and rudder hinge brackets for damage.</p> <p>(B) Every 50 hours TIS or 6 months, whichever occurs first, with the rudder removed and using 10X visual magnification, inspect all three rudder hinges and rudder hinge brackets for damage.</p>

(3) If damage is found on any of the rudder hinges and/or rudder hinge brackets during any inspection required in paragraphs (e)(1) or (e)(2), before further flight, replace the damaged rudder hinges and/or rudder hinge brackets with new parts and inspect following the Repetitive Inspection procedures specified in paragraphs (e)(1) or (e)(2) of this AD.

(4) If the repetitive inspections required in paragraphs (e)(1) and (e)(2) of this AD become due at the same time, credit for both inspections will be given by doing the rudder removal and 10X visual inspection.

(5) Use the form (Figure 1 of this AD) to report the results of the following inspections required in this AD to the FAA at the address specified in paragraph (f) of this AD:

(i) Initial inspections required in paragraphs (e)(1) and (e)(2) of this AD, report within 10 days after the inspection or within 10 days of May 11, 2009 (after the effective date of this AD), whichever occurs later.

(ii) Repetitive inspections required in paragraphs (e)(1) and (e)(2) of this AD ONLY if cracks are found, report within 10 days after the inspection.

(iii) The Office of Management and Budget (OMB) approved the information collection requirements contained in this regulation under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.) and assigned OMB Control Number 2120-0056.

AD 2009-09-09 INSPECTION REPORT		
Airplane Model		
Airplane Serial Number		
Airplane Tach Hours at Time of Inspection		
Is Upper Rudder Bracket Damaged?	NO	YES, describe extent of damage
Is Middle Rudder Bracket Damaged?	NO	Yes, describe extent of damage
Is the Lower Rudder Bracket Damaged? (Models LC40-550FG & LC42-550FG only)	NO	Yes, describe extent of damage
Is Lower Rudder Hinge Damaged? (Model LC40-550FG)	NO	Yes, describe extend of damage
Were any other discrepancies noticed during the inspection?		
Name:		
Telephone and/or e-mail address:		
Date:		

Send report to: Gary Park, Aerospace Engineer, ACE-118W, Wichita
Aircraft Certification Office (ACO), 1801 Airport Road, Room 100,
Wichita, Kansas 67209; fax: (316) 946-4107; e-mail: gary.park@faa.gov.

Figure 1

Alternative Methods of Compliance (AMOCs)

(f) 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. Send

information to Attn: 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. Before using 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.

Material Incorporated by Reference

(g) You must use Cessna Aircraft Company Single Engine Service Bulletin SB09-27-01, dated April 13, 2009, 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 Cessna Aircraft Company, Product Support, P.O. Box 7706; Wichita, Kansas 67277; telephone: (316) 517-5800; fax: (316) 942-9006; Internet: <http://www.cessna.com>.

(3) You may review copies of the service information incorporated by reference for this AD at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the Central Region, call (816) 329-3768.

(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 23, 2009.

Scott A. Horn,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.