



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

BIWEEKLY 2012-02

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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 1S1 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



2011-18-12 Eurocopter France: Amendment 39-16794. Docket No. FAA-2011-0923; Directorate Identifier 2009-SW-20-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective on February 8, 2012.

Other Affected ADs

(b) This AD supersedes AD 82-13-05R1, Amendment 39-4567, Docket No. 83-ASW-09 (48 FR 13406; March 31, 1983); which revised AD 82-13-05, Amendment 39-4401 (47 FR 27244; June 24, 1982); which superseded AD 82-02-02, Amendment 39-4294 (47 FR 1113; January 11, 1982).

Applicability

(c) This AD applies to Model AS350B, B1, B2, B3, BA, and D; and AS355E, F, F1, F2, and N helicopters with upper and lower fins assemblies, installed, that have a part number (P/N) as follows:

(1) For the Model AS350B, B1, B2, B3, BA, and D helicopters, certificated in any category:

Upper fin assembly P/N:	Lower fin assembly P/N:
350A14-0020-00XX	350A14-0021-00XX
350A14-0020-01XX	350A14-0021-01XX
350A14-0020-02XX	350A14-0021-02XX
350A14-0020-03XX	350A14-0021-03XX
350A14-0020-08XX	350A14-0021-04XX
350A14-0020-09XX	
350A14-0020-10XX	
350A14-0020-17XX	
350A14-0020-18XX	
350A14-0020-19XX	
350A64-1144-00XX	

(2) For the Model AS355E, F, F1, F2, and N helicopters, certificated in any category:

Upper fin assembly P/N:	Lower fin assembly P/N:
355A14-0522-00XX	355A14-0521-00XX
355A14-0522-01XX	355A14-0521-01XX

355A14-0522-02XX	355A14-0521-02XX
355A14-0522-03XX	355A14-0521-03XX
355A14-0522-13XX	
355A14-0522-14XX	
355A14-0522-15XX	

Reason

(d) The mandatory continuing airworthiness information (MCAI) AD states that some cracks have been discovered in the spar of the upper fin on Model AS355N helicopters. Due to the fin design similarity between AS350 and AS355 helicopters, the same corrective action applies to both types of helicopters.

Actions and Compliance

(e) Within 30 days, unless accomplished previously:

(1) For Model AS350 helicopters with part numbers listed in paragraph (c)(1) of this AD, modify each fin as depicted in Figure 1 and by following the Accomplishment Instructions, paragraph 2.B.2., Eurocopter Model AS350 Alert Service Bulletin (ASB) No. 55.00.16, Revision 1, dated January 5, 2009.

(2) For Model AS355 helicopters with part numbers listed in paragraph (c)(2) of this AD, modify each fin as depicted in Figure 1 and by following the Accomplishment Instructions, paragraph 2.B.2., of Eurocopter AS 355 ASB 55.00.12, Revision 1, dated January 5, 2009.

Note: Eurocopter Safety Information Notice No. 2315-S-55, Revision 1, dated April 21, 2011, not incorporated by reference, contains information about the subject of this AD.

Differences Between This AD and the MCAI

(f) We refer to flight hours as hours TIS. The dates in the MCAI have already passed; therefore, we did not use them in this AD. Also, some of the requirements are out-of-date, and we have not included them in this AD. We have also made some minor editorial changes for clarity.

Other Information

(g) The Manager, Safety Management Group, Rotorcraft Directorate, ATTN: FAA Safety Management Group, Jim Grigg., ASW-112, Aviation Safety Engineer, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5126, fax (817) 222-5961, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(h) Special flight permits are prohibited.

Related Information

(i) EASA MCAI Airworthiness Directive Nos. 2009-0029 and 2009-0030, both dated February 12, 2009, contain related information.

Joint Aircraft System/Component Code

(j) The Joint Aircraft System/Component (JASC) Code is: 5531–Vertical stabilizer spar/rib structure.

Material Incorporated by Reference

(k) You must use the specified portions of the service information specified in this AD to do the actions required. 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) Eurocopter Model AS350 Alert Service Bulletin No. 55.00.16, Revision 1, dated January 5, 2009; and

(2) Eurocopter Model AS 355 Alert Service Bulletin No. 55.00.12, Revision 1, dated January 5, 2009.

(3) 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>.

(4) You may review copies at the DOT/FAA, Southwest Region, Office of the Regional Counsel, 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 August 19, 2011.

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



2011-27-08 Agusta S.p.A.: Amendment 39-16910; Docket No. FAA-2011-1454; Directorate Identifier 2011-SW-054-AD.

(a) Applicability

This AD applies to model A109S and AW109SP helicopters with elevator assemblies, part number (P/N) 109-0200-02-601, 109-0200-02-801, 109-0200-02-602, 109-0200-02-802, 109-0200-02-803, or 109-0200-02-804 installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a fatigue crack on the elevator assembly. This condition could result in failure of the elevator, reduced maneuverability of the helicopter, and subsequent loss of control of the helicopter.

(c) Effective Date

This airworthiness directive (AD) becomes effective February 8, 2012.

(d) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(e) Corrective Action

(1) For elevator assemblies with less than 400 hours time-in-service (TIS), upon or before reaching 400 hours TIS, and thereafter at intervals not to exceed 50 hours TIS, inspect the left and right elevator upper skin along the 4th rib station rivet line from the leading edge to 200 mm inboard with a 10X or higher magnifying glass for a crack in the area depicted in Figure 1 of Agusta Mandatory Bollettino Tecnico (ABT) No. 109S-44 or 109SP-032, both dated August 5, 2011, for your model helicopter.

(2) For elevator assemblies with 400 or more hours TIS, within the next 30 hours TIS, and thereafter at intervals not to exceed 50 hours TIS, inspect the left and right elevator upper skin along the 4th rib station rivet line from the leading edge to 200 mm inboard with a 10X or higher magnifying glass for a crack in the area depicted in Figure 1 of the ABT for your model helicopter.

(3) If there is a crack, replace the cracked elevator assembly with an airworthy elevator assembly before further flight.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Jim Grigg, Manager, FAA, Rotorcraft Directorate, Safety Management Group, 2601 Meacham Blvd., Fort Worth, TX 76137, telephone (817) 222-5126, fax (817) 222-5961, email jim.grigg@faa.gov.

(2) For operations conducted under a Part 119 operating certificate or under Part 91, Subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

(g) Additional Information

The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2011-0150, dated August 11, 2011.

(h) Subject

Joint Aircraft System Component (JASC) Code 5520: Elevator Structure.

(i) Material Incorporated by Reference

You must use the specified portions of the service information specified in this AD to do the actions required. 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) Agusta Mandatory Bollettino Tecnico No. 109S-44, dated August 5, 2011, for model A109S helicopters; or

(2) Agusta Mandatory Bollettino Tecnico No. 109SP-032, dated August 5, 2011, for model AW109SP helicopters.

(3) For service information identified in this AD, contact Agusta Westland, Customer Support & Services, Via Per Tornavento 15, 21019 Somma Lombardo (VA) Italy, ATTN: Giovanni Cecchelli; telephone 39-0331-711133; fax 39 0331 711180; or at <http://www.agustawestland.com/technical-bullettins>.

(4) You may review copies of the referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, 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/code_of_federal_regulations/ibr_locations.html

Issued in Fort Worth, Texas, on December 27, 2011.

M. Monica Merritt,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2011-27-51 Hawker Beechcraft Corporation: Amendment 39-16915 ; Docket No. FAA-2012-0014; Directorate Identifier 2011-CE-044-AD.

(a) Effective Date

This AD is effective January 18, 2012, to all persons except those persons to whom it was made immediately effective by Emergency AD 2011-27-51, issued on December 23, 2011, which contained the requirements of this amendment.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the following Hawker Beechcraft Corporation airplanes, certificated in any category:

	Models	Serial Nos.
(1)	1900	UA-3
(2)	1900C	UB-1 through UB-74 and UC-1 through UC-174
(3)	1900C (Military)	UD-1 through UD-6
(4)	1900D	UE-1 through UE-439

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 27, Flight Controls.

(e) Unsafe Condition

This AD was prompted by reports of the elevator bob-weight (stabilizer weight) traveling past its stop bolt, which allowed the attaching linkage to move over-center. We are issuing this AD to detect and correct conditions that could result in reduced nose down elevator control and loss of control of the airplane.

(f) Compliance

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

(g) Inspections

Within the next 10 hours time-in-service after January 18, 2012 (the effective date of this AD), inspect the elevator bob-weight installation for the following conditions. Use Hawker Beechcraft Corporation Safety Communiqué 321, dated December 2011.

Note: The term “nose down” corresponds to the airplane nose down, down elevator, and control column forward position as used in this AD and Hawker Beechcraft Corporation Safety Communiqué 321, dated December 2011.

(1) The correct positioning of the elevator control column link assembly, (part number (P/N) 101-524112-1 (1900/1900C) or P/N 101-524112-5 (1900D)). With the elevator control column in the full nose down position (control column forward), the link must form an angle between the link attachment point at the control column and the bell crank pivot point as shown in the Hawker Beechcraft Corporation Safety Communiqué photo labeled “Correct Link Orientation.” The link should be trailing aft from the control column assembly.

(2) The clearance of the bob-weight stop bolt. With the elevator control column in the full nose down position (control column forward), the stabilizer weight stop bolt must have positive clearance with the face of the stabilizer weight.

(3) The condition of the bob-weight and alignment with the stop bolt. Inspect for evidence of scraping along either side of the weight by the stop bolt. With side pressure applied by hand to the stabilizer weight, no part of the stop bolt should protrude beyond the face of the stabilizer weight on either edge.

(4) The condition of the bob-weight support bracket. Inspect for evidence of damage or deformation by contact with the weight assembly.

(h) Corrective Actions

If any discrepancies are found in the inspections required in paragraph (g) of this AD, before further flight, do the following:

(1) Contact Hawker Beechcraft Corporation Technical Support by telephone at (800) 429-5372 or (316) 676-3140 to obtain FAA-approved repair or replacement instructions.

(2) Incorporate the repair or replacement specified in the FAA-approved instructions.

(i) Alternative Methods of Compliance (AMOCs)

(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.

(j) Related Information

For more information about this AD, contact one of the following:

(i) Paul DeVore, Aerospace Engineer, Wichita ACO, FAA, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4142; fax: (316) 946-4107; email: paul.devore@faa.gov; or

(ii) Don Ristow, Aerospace Engineer, Wichita ACO, FAA, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4120; fax: (316) 946-4107; email: donald.ristow@faa.gov.

(k) Material Incorporated by Reference

(1) You must use Hawker Beechcraft Corporation Safety Communiqué 321, dated December 2011, to do the actions required by this AD, unless the AD specifies otherwise. The Safety Communiqué 321 references Hawker Beechcraft Corporation Mandatory Service Bulletin 27-3739, but that service bulletin is not required to do the actions of this AD. 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 Hawker Beechcraft Corporation at P.O. Box 85, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140; Internet: <http://pubs.hawkerbeechcraft.com>.

(3) 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.

(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 January 6, 2012.

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



2012-01-07 BRP-POWERTRAIN GMBH & CO KG (formerly Bombardier-Rotax GmbH):
Amendment 39-16919; Docket No. FAA-2011-1022; Directorate Identifier 2011-NE-20-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective February 27, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to BRP-POWERTRAIN GMBH & CO KG Rotax 914 F2, 914 F3, and 914 F4 reciprocating engines with certain fuel pressure regulators, part number (P/N) 887130 installed.

(d) Reason

This AD was prompted by isolated manufacturing deviations reportedly found on the threads of a certain batch of fuel pressure regulators, P/N 887130, installed on Rotax 914 F series engines, which could result in fuel leakage during engine operation. We are issuing this AD to prevent fuel leaks, which could result in an in-flight fire and damage to the aircraft.

(e) Actions and Compliance

Within 100 flight hours (FHs) after the effective date of this AD, replace fuel pressure regulators listed in Table 1 of this AD with a fuel pressure regulator that is not listed in Table 1 of this AD, and is eligible for installation.

(1) After the effective date of this AD, do not install any fuel pressure regulator P/N 887130 onto any engine if the fuel pressure regulator has a serial number (S/N) listed in Table 1 of this AD.

(2) After the effective date of this AD, do not install any Rotax 914 F series engine on any airplane if it has installed in it a fuel pressure regulator P/N 887130 with a S/N listed in Table 1 of this AD.

Table 1-S/Ns of Affected Fuel Pressure Regulators, P/N 887130

100200 through 100246 inclusive.
100248 through 100280 inclusive.
100282 through 100293 inclusive.
100295 through 100314 inclusive.
100316 and 100317.
100319 through 100326 inclusive.

100330.
100332 and 100333.
100338 through 100340 inclusive.
100342 through 100345 inclusive.
100348.
100350 through 100355 inclusive.
100357 through 100363 inclusive.
100365 through 100368 inclusive.
100371 and 100372.
100374 through 100376 inclusive.
100379 and 100380.
100395 and 100396.

(f) Alternative Methods of Compliance (AMOCs)

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.

(g) Related Information

(1) Refer to EASA Airworthiness Directive 2011-0082, dated May 10, 2011, for related information.

(2) Contact Mark Riley, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; email: mark.riley@faa.gov; phone: (781) 238-7758; fax: (781) 238-7199, for more information about this AD.

(h) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on January 11, 2012.
Peter A. White,
Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2012-01-11 Cirrus Design Corporation Airplanes: Amendment 39-16923; Docket No. FAA-2011-1212; Directorate Identifier 2011-CE-034-AD.

(a) Effective Date

This AD is effective February 29, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the following model and serial number airplanes, certificated in any category:

(1) Group 1 Airplanes: Cirrus Design Corporation Model SR22T airplanes, serial numbers 0001 through 0169, except 0004, 0019, 0027, 0047, 0097, 0126, 0127, 0135, 0138, 0139, 0144, 0154, 0155, 0157, 0158, 0159, 0160, 0161, and 0163.

(2) Group 2 Airplanes: Cirrus Design Corporation Model SR22T airplanes, serial numbers 0004, 0019, 0027, 0047, 0097, 0126, 0127, 0135, 0138, 0139, 0144, 0155, 0157, 0158, 0160, and 0161. These airplanes had the reinforced silicone fiberglass seals installed at the factory but the box flange welds and slots may be incorrectly modified. Therefore, this AD still applies to these airplanes.

(d) Subject

Joint Aircraft System Component (JASC) Code 7160, Engine Air Intake.

(e) Unsafe Condition

This AD was prompted by reports of partial loss of engine power due to a dislodged rubber gasket/seal being ingested into the turbocharger. We are issuing this AD to inspect and modify the air box flange welds and slots and install induction system air box seals as applicable.

(f) Compliance

Comply with this AD following Cirrus Design Corporation SR22T Service Bulletin SB 2X-71-17 R1, dated September 30, 2011, within the compliance times specified, unless already done.

(g) Actions

(1) Group 1 Airplanes: Within the next 10 hours time-in-service (TIS) after February 29, 2012 (the effective date of this AD), inspect the air box flange welds and slots, make modifications as necessary, and replace the induction air box seals with reinforced silicone fiberglass seals part number 29486-001.

(2) Group 2 Airplanes: Within the next 10 hours TIS after February 29, 2012 (the effective date of this AD), inspect the air box flange welds and slots and, as necessary, make modifications.

(h) Credit for Actions Accomplished in Accordance With Previous Service Information

Credit will be given for actions required in paragraphs (g)(1) and (g)(2) of this AD if already done before February 29, 2012 (the effective date of this AD) following Cirrus Design Corporation SR22T Service Bulletin SB 2X-71-17, dated July 21, 2011.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Chicago 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.

(j) Related Information

For more information about this AD, contact Michael Downs, Propulsion Engineer, Chicago ACO, FAA, O'Hare Lake Office Center, 2300 East Devon Ave., Des Plaines, Illinois 60018; phone: (847) 294-7870; fax: (847) 294-7834; email: michael.downs@faa.gov.

(k) Material Incorporated by Reference

(1) You must use Cirrus Design Corporation SR22T Service Bulletin SB 2X-71-17 R1, dated September 30, 2011, 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 Cirrus Design Corporation, 4515 Taylor Circle, Duluth, Minnesota 55811-1548, phone: (218) 788-3000; fax: (218) 788-3525; email: fieldservice@cirrusaircraft.com; Internet: <http://www.cirrusaircraft.com>.

(3) 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.

(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 January 13, 2012.
John Colomy,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2012-02-05 Thielert Aircraft Engines GmbH: Amendment 39-16928; Docket No. FAA-2011-0956; Directorate Identifier 2011-NE-23-AD.

(a) Effective Date

This AD is effective March 2, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Thielert Aircraft Engines GmbH TAE 125-02-99 and TAE-125-02-114 reciprocating engines with friction disk, part number (P/N) 05-7211-K010201, installed.

(d) Reason

This AD was prompted by in-flight engine shutdown incidents reported on airplanes equipped with TAE 125 engines. Preliminary investigations showed that it was mainly the result of the sensitivity of friction disk P/N 05-7211-K010201 against possible misalignment of gearbox and core engine during assembly. We are issuing this AD to prevent in-flight engine shutdown, which could result in loss of control of the airplane.

(e) Actions and Compliance

Unless already done, do the following actions.

(1) TAE 125-02-99 Engines, P/Ns 05-7200-K000201; 05-7200-K000701; 05-7200-K000101; 05-7200-K000901; 05-7200-K001101; and 05-7200-K001301; and TAE 125-02-114 Engines, P/Ns 05-7200-K000501; 05-7200-K000801; and 05-7200-K001401

For TAE 125-02-99 engines, P/Ns 05-7200-K000201; 05-7200-K000701; 05-7200-K000101; 05-7200-K000901; 05-7200-K001101; and 05-7200-K001301; and TAE 125-02-114 engines, P/Ns 05-7200-K000501; 05-7200-K000801; and 05-7200-K001401, remove friction disk, P/N 05-7211-K010201, within 100 flight hours (FH) time-since-new (TSN) on the clutch or within 10 FH time-in-service (TIS) after the effective date of this AD, whichever is later.

(2) TAE 125-02-99 Engines, P/Ns 05-7200-K000301

For TAE 125-02-99 engines, P/N 05-7200-K000301, installed on multiengine aircraft, remove friction disk, P/N 05-7211-K010201, on one engine within 100 FH TSN on the clutch or within 10 FH TIS after the effective date of this AD, whichever is later. Remove friction disk, P/N 05-7211-K010201, from the other engine within 300 FH TSN on the clutch or within 10 FH TIS after the effective date of this AD, whichever is later.

(f) Installation Prohibition

After the effective date of this AD:

- (1) Do not install any friction disk, P/N 05-7211-K010201, into any engine.
- (2) Do not install any TAE 125-02-99 engine, P/N 05-7200-K000201, 05-7200-K000301, or 05-7200-K000701, or TAE 125-02-114 engine, P/N 05-7200-K00801 or 05-7200-K00501, that has a friction disk, P/N 05-7211-K010201 installed, onto any airplane.

(g) Operating Prohibition

Do not operate any multi-engine aircraft after 300 FH TSN on the clutch or 10 FH TIS after the effective date of this AD, whichever is later, which has installed a friction disk, P/N 05-7211-K010201.

(h) 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.

(i) Related Information

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

(2) Refer to EASA Airworthiness Directive 2011-0087-E, dated May 12, 2011, and Thielert Service Bulletin No. TM TAE 125-1013 P1, for related information.

(3) Contact Thielert Aircraft Engines GmbH, Platanenstrasse 14 D-09350, Lichtenstein, Germany, telephone: 37204-696-0; fax: 37204-696-55; email: info@centurion-engines.com, for a copy of this service information.

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

(j) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on January 19, 2012.

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