



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

**BIWEEKLY 2009-09**

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
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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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**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



**2009-07-52 Bell Helicopter Textron Canada Limited:** Amendment 39-15885. Docket No. FAA-2009-0350, Directorate Identifier 2009-SW-07-AD. Supersedes AD 2009-07-51, Directorate Identifier 2009-SW-06-AD.

**Applicability:** Bell Model 206A series, 206B series, and 206L series helicopters with a cyclic control lever assembly (lever assembly), part number (P/N) 206-001-401-111, 206-001-400-115, or 206-001-400-111, with less than 50 hours time-in-service (TIS) and Model 407 and 427 helicopters with a lever assembly, P/N 407-001-320-105 or 407-001-320-109, with less than 50 hours TIS, certificated in any category.

**Compliance:** Required before further flight, unless accomplished previously.

To prevent failure of a bearing, failure of the lever assembly, and subsequent loss of control of the helicopter, do the following:

(a) Inspect the lever assembly and determine if the bearing, P/N 206-301-051-101, is correctly installed and properly staked in the lever assembly.

(b) Replace any bearing that is incorrectly installed or improperly staked in the lever assembly.

Note 1: Bell Alert Service Bulletin (ASB) No. 206-09-121 for the Model 206A and 206B series, No. 206L-09-155 for the Model 206L series, No. 407-09-85 for the Model 407, and No. 427-09-23, for the Model 427, pertain to the subject of this AD. All of the ASBs are dated March 10, 2009.

(c) 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, Safety Management Group, FAA, ATTN: Sharon Miles, Aviation Safety Engineer, Rotorcraft Directorate, Fort Worth, Texas 76193-0111, telephone (817) 222-5122, fax (817) 222-5961, for information about previously approved alternative methods of compliance.

(d) Special flight permits will not be issued.

(e) This amendment becomes effective on May 1, 2009, to all persons except those persons to whom it was made immediately effective by Emergency AD 2009-07-52, issued March 19, 2009, which contained the requirements of this amendment.

Note 2: The subject of this AD is addressed in Transport Canada AD CF-2009-10, dated March 12, 2009.

Issued in Fort Worth, Texas, on April 9, 2009.

Mark R. Schilling,  
Acting Manager, Rotorcraft Directorate,  
Aircraft Certification Service.



**2009-08-08 Turbomeca:** Amendment 39-15881; Docket No. FAA-2009-0302; Directorate Identifier 2009-NE-09-AD.

### **Effective Date**

- (a) This airworthiness directive (AD) becomes effective April 29, 2009.

### **Affected ADs**

- (b) None.

### **Applicability**

- (c) This AD applies to:

(1) Turbomeca Arriel 1B, 1D, and 1D1 turboshaft engines with the power turbine modules M04 installed, as listed by serial number (SN) in Figure 1 of Turbomeca Alert Mandatory Service Bulletin (MSB) No. A292 72 0827, Version A, dated March 20, 2009; and

(2) Turbomeca Arriel 2B, and 2B1 turboshaft engines with the power turbine modules M04 installed, as listed by SN in Figure 1 of Turbomeca Alert MSB No. A292 72 2833, Version A, dated March 20, 2009.

(3) These engines are installed on, but not limited to, Eurocopter AS 350 B, AS 350 BA, AS 350 B1, AS 350 B2, AS 350 B3, and EC 130 B4 helicopters.

### **Reason**

(d) European Aviation Safety Agency (EASA) AD No. 2009-0068-E, dated March 25, 2009, states:

During production of Arriel 1 and Arriel 2 power turbine (PT) wheels, geometric non-conformances on blade fir tree roots have been detected by Turbomeca. Potentially non-conforming PT blades have been traced as having been installed on Module M04 (PT) listed in Alert MSB A292 72 0827 for Arriel 1 engines and A292 72 2833 for Arriel 2 engines. The geometric non-conformities of the blades may potentially lead to a reduction in the fatigue resistance of PT blades to a lower level than their authorized in service use limit. This reduction of fatigue resistance can potentially result in blade release, which could cause an uncommanded in-flight shutdown.

Uncommanded in-flight shutdown could result in an emergency autorotation landing. We are issuing this AD to prevent release of PT blades, which could result in uncommanded in-flight shutdown and emergency autorotation landing.

## **Actions and Compliance**

(e) Unless already done, do the following actions.

(1) For engines with an affected Module M04 (PT module) which has accumulated 1,000 total PT cycles or more on the effective date of this AD, remove the PT blades from service before further flight.

(2) For engines with an affected Module M04 (PT module) which has accumulated fewer than 1,000 total PT cycles on the effective date of this AD, remove the PT blades from service before accumulating 1,000 total PT cycles.

(3) After the effective date of this AD, do not install any PT blades removed as specified in paragraph (e)(1) or (e)(2) of this AD, into any engine.

## **FAA AD Differences**

(f) Although the compliance section of EASA AD No. 2009-0068-E, dated March 25, 2009, states to replace the Module M04, or PT wheel assembly, or PT blades, this AD states to remove the PT blades from service.

(g) Although EASA AD No. 2009-0068-E, dated March 25, 2009, applies to the Arriel 2B1A engine, this AD does not apply to that model because it has no U.S. type certificate.

## **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 MCAI EASA Airworthiness Directive 2009-0068-E, dated March 25, 2009, for related information.

(j) Contact James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine and 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 the service information specified in Table 1 of this AD 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 Turbomeca, 40220 Tarnos, France; telephone 33 05 59 74 40 00, fax 33 05 59 74 45 15.

(3) 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>.

**Table 1 – Material Incorporated by Reference**

<b>Turbomeca Alert Mandatory Service Bulletin No.</b>	<b>Page</b>	<b>Version</b>	<b>Date</b>
A292 72 0827 Total pages: 17	All	A	March 20, 2009
A292 72 2833 Total Pages: 17	All	A	March 20, 2009

Issued in Burlington, Massachusetts, on April 6, 2009.

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



**2009-08-09 EADS SOCATA:** Amendment 39-15882; Docket No. FAA-2009-0124; Directorate Identifier 2009-CE-004-AD.

**Effective Date**

- (a) This airworthiness directive (AD) becomes effective May 20, 2009.

**Affected ADs**

- (b) None.

**Applicability**

- (c) This AD applies to TBM 700 airplanes, serial numbers 434 through 478, certificated in any category.

**Subject**

- (d) Air Transport Association of America (ATA) Code 92: Wiring Elements.

**Reason**

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

A damaged wiring harness which caused the air conditioning system circuit breaker to trip and evidencing a local overheating has been found on an in-service aircraft.

The investigation revealed that the damage (chafed wires) found on the wiring harness resulted from an interference with the under-floor attachment fittings of the cabin partition net which was due to an incorrect routing of the harness while on the production line.

Such conditions could result in an electrical short and potential loss of several functions essential for the safety of flight.

For the reason stated above, this AD mandates inspection of the electrical wiring harness, and if necessary a rework of its routing.

**Actions and Compliance**

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

(1) Within the next 100 hours time-in-service after May 20, 2009 (the effective date of this AD) or within the next 12 months after May 20, 2009 (the effective date of this AD), whichever occurs first, inspect the electrical wiring harness at frame C14 and between frames C16 and C17 for wire chafing and incorrect routing following EADS SOCATA Mandatory Service Bulletin SB 70-163, dated November 2008.

(2) If any wire chafing and/or incorrect routing are found, before further flight, repair and reroute the electrical harness following EADS SOCATA Mandatory Service Bulletin SB 70-163, dated November 2008.

### **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: 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, 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.: 2009-0006, dated January 13, 2009; and EADS SOCATA Mandatory Service Bulletin SB 70-163, dated November 2008, for related information.

### **Material Incorporated by Reference**

(i) You must use EADS SOCATA Mandatory Service Bulletin SB 70-163, dated November 2008, 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 SOCATA AIRCRAFT, INC., North Perry Airport, 7501 South Airport Rd., Pembroke Pines, FL 33023; telephone: (954) 893-1400; fax: (954) 964-4141; Internet: <http://mysocata.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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Kansas City, Missouri, on April 3, 2009.

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



**2009-08-10 Pilatus Aircraft Ltd:** Amendment 39-15883; Docket No. FAA-2009-0347; Directorate Identifier 2009-CE-022-AD.

**Effective Date**

- (a) This airworthiness directive (AD) becomes effective April 20, 2009.

**Affected ADs**

- (b) This AD supersedes AD 2009-04-14, Amendment 39-15820.

**Applicability**

- (c) This AD applies to Models PC-12/47E airplanes, manufacturer serial numbers (MSN) 545 and MSN 1001 and subsequent, certificated in any category.

**Subject**

- (d) Air Transport Association of America (ATA) Code 34: Navigation.

**Reason**

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

Field reports have indicated that the possibility exists that both Primary Flight Displays (PFDs) could indicate a roll attitude offset of up to 10 degrees in the same direction if an accelerated turn onto the active runway is performed immediately followed by take-off. This condition has been reported to correct itself after several minutes.

This situation, if not corrected, could result in an undesired bank angle, which would constitute an unsafe condition.

As an interim measure, EASA Emergency AD 2009-0028-E required the introduction of a maximum bank angle during climb. As a result of the ongoing investigation, the problem can be temporarily solved with some limitations in the take-off procedure.

For the reason described above, this AD supersedes EASA AD 2008-0028-E and requires a revision of the operational procedures to be inserted into the POH. This action is still considered to be an interim solution and further AD action is likely to follow.

## **Actions and Compliance**

(f) Unless already done, before further flight as of April 20, 2009 (the effective date of this AD), do the following actions:

(1) Incorporate Pilatus Aircraft Ltd. Temporary Revision No. 11 to PC-12/47E Pilot's Operating Handbook, Report No. 02277, dated March 18, 2009, into the Pilatus PC-12/47E POH.

(2) Remove the information and/or the copy of AD 2009-04-14 required by AD 2009-04-14 to be inserted in the POH.

(3) The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations 14 CFR 43.7 may do the actions required in this AD. Make an entry in the aircraft records showing compliance with this portion of the AD following 14 CFR 43.9.

## **FAA AD Differences**

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

(1) Since we never allowed incorporating Temporary Revision No. 9, dated January 30, 2009, into the POH, we are not requiring the removal of Temporary Revision No. 9, dated January 30, 2009, as the MCAI requires.

(2) Current regulations (1 CFR 51.7) do not allow us to both incorporate by reference a service document and write the provisions of that document in the AD. We have chosen to incorporate by reference the temporary revision.

## **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. 2009-0080-E, dated April 3, 2009, and Pilatus Aircraft Ltd. Temporary Revision No. 11 to PC-12/47E Pilot's Operating Handbook, Report No. 02277, dated March 18, 2009, for related information.

## Material Incorporated by Reference

(i) You must use Pilatus Aircraft Ltd. Temporary Revision No. 11 to PC-12/47E Pilot's Operating Handbook, Report No. 02277, 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 Pilatus Aircraft Ltd., Customer Service Manager, CH-6371 STANS, Switzerland; telephone: +41 (0)41 619 62 08; fax: +41 (0)41 619 73 11; Internet: [www.pilatus-aircraft.com/](http://www.pilatus-aircraft.com/), or e-mail: [SupportPC12@pilatus-aircraft.com](mailto:SupportPC12@pilatus-aircraft.com). You may get Pilatus Aircraft Ltd. Temporary Revision No. 11 to PC-12/47E Pilot's Operating Handbook, Report No. 02277, dated March 18, 2009, from the Web site of the Swiss Federal Office of Civil Aviation (FOCA):

<http://www.bazl.admin.ch/fachleute/lufttechnik/entwicklung/00677/index.html?lang=en>.

(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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Kansas City, Missouri on April 8, 2009.

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



**2009-08-11 Pilatus Aircraft Ltd.:** Amendment 39-15884; Docket No. FAA-2009-0126; Directorate Identifier 2009-CE-003-AD.

**Effective Date**

- (a) This airworthiness directive (AD) becomes effective May 26, 2009.

**Affected ADs**

- (b) None.

**Applicability**

- (c) This AD applies to Models PC-12 and PC-12/45 airplanes, manufacturer's serial numbers (MSN) 101 through MSN 320, certificated in any category.

**Subject**

- (d) Air Transport Association of America (ATA) Code 30: Ice and Rain Protection.

**Reason**

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

This Airworthiness Directive (AD) is prompted by some occurrences where the Deice Pressure Regulator has vented too much hot air into the forward compartment damaging the oxygen cylinder ON/OFF cable, the Ram-Air Scoop cable and the Environmental Control System (ECS) firewall shut-off valve cable.

If incorrectly adjusted, or defective, the Deice Pressure Regulator can vent hot air into the forward compartment. This situation can cause overheating and failures of components located inside the forward compartment, which could result in potential loss of several functions essential for safe flight.

For the reason described above, this AD mandates the installation of a flange and scoop in the aircraft skin to vent the hot air from the Deice Pressure Regulator overboard.

**Actions and Compliance**

- (f) Unless already done, within the next 3 months after May 26, 2009 (the effective date of this AD), install an overboard vent for the airfoil deice system pressure regulator (Modification Kit

Number 500.50.12.332) following the Accomplishment Instructions in PILATUS AIRCRAFT LTD. PC12 Service Bulletin No. 30-011, dated July 9, 2008.

### **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: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64016; 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. 2009-0007, dated January 13, 2009; and PILATUS AIRCRAFT LTD. PC12 Service Bulletin No. 30-011, dated July 9, 2008, for related information.

### **Material Incorporated by Reference**

(i) You must use PILATUS AIRCRAFT LTD. PC12 Service Bulletin No. 30-011, dated July 9, 2008, 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 PILATUS AIRCRAFT LTD., Customer Service Manager, CH-6371 STANS, Switzerland; telephone: +41 (0)41 619 62 08; fax: +41 (0)41 619 73 11; Internet: <http://www.pilatus-aircraft.com/>, or e-mail: SupportPC12@pilatus-aircraft.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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Kansas City, Missouri, on April 9, 2009.

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

# EMERGENCY AIRWORTHINESS DIRECTIVE



Aircraft Certification Service  
Washington, DC

U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

[www.faa.gov/aircraft/safety/alerts/](http://www.faa.gov/aircraft/safety/alerts/)

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**DATE: April 17, 2009**

**AD #: 2009-09-51**

This Emergency Airworthiness Directive (AD) is prompted by mandatory continuing airworthiness information (MCAI) issued by the European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community. EASA notified us of an accident that occurred April 1, 2009 on a Eurocopter Model AS332L2 helicopter. Although the cause of the accident is still under investigation, EASA advises that the “cause of the accident seems to be connected with degradation of the epicyclic module of the main gearbox (MGB), the root cause of which is still to be determined.” EASA further advises that “In the light of this information, the detection of any contamination of the MGB is of utmost importance as a precautionary measure.” The EASA Emergency AD applies to both the Model AS332L2 helicopters and the Model EC225LP helicopters because both helicopter models use a similar epicyclic reduction gear module (module). This AD applies only to the Model EC225LP helicopters because there are currently no Model AS332L2 helicopters on the U.S. registry. Also, this AD differs from the EASA AD in that the EASA AD specifies that the module be disassembled, inspected, and then reinstalled when particles are detected on the magnetic plug of the module, allowing flight operations until another particle is detected. This AD requires, before further flight, determining if the “CHIP” detector light previously illuminated. If the “CHIP” detector light did illuminate and it illuminated because of a metal particle on the magnetic plug of the module, or if you cannot determine from the maintenance records which chip detector caused the the “CHIP” detector light to illuminate or whether the detector light stayed illuminated after the “CHIP” detector switch was turned to the “CHIP PULSE” setting, replace the module with an airworthy module before further flight, replacing the module with an airworthy module is required before further flight. Also required before further flight is inspecting the MGB module magnetic chip detector electrical circuit and determining whether the system is functioning properly, including whether the “CHIP” detector light annunciates on the instrument panel (Vehicle Monitoring System Screen). Finally, this AD requires replacing the module with an airworthy module if the “CHIP” detector light illuminates, stays illuminated after the “CHIP” detector switch is turned to the “CHIP PULSE” setting, and you determine that a metal particle on the module magnetic plug caused that illumination. This AD is an interim action. We anticipate additional rulemaking once the cause of the accident is determined and the manufacturer develops a terminating action. This AD is being issued to prevent failure of the MGB and subsequent loss of control of the helicopter.

Eurocopter has issued Emergency Alert Service Bulletin No. 05A017 (ASB). The ASB is dated April 10, 2009 and describes procedures for inspecting both the magnetic plug on the MGB epicyclic reduction gear module and the chip collector, and procedures for replacing the epicyclic reduction gear module if necessary.

EASA, which is the Technical Agent for the Member States of the European Community, has issued EASA AD No. 2009-0087-E, dated April 11, 2009, to correct an unsafe condition for the Eurocopter Model AS332L2 and EC225LP helicopters. EASA advises that the “investigation is still in progress” and that the cause of the accident “seems to be connected with a degradation of the epicyclic module of the MGB, the root cause of which is still to be determined.” Therefore, we are issuing this AD to prevent failure of the MGB and subsequent loss of control of the helicopter.

This helicopter model is approved by the aviation authority of France, and is approved for operation in the United States. Pursuant to our bilateral agreement with France, EASA has notified us of the unsafe condition described in the MCAI. We are issuing this AD because we evaluated all information provided by EASA and determined the unsafe condition exists and is likely to exist or develop on other Eurocopter Model EC225LP helicopters of the same type design. Therefore, this AD requires the following before further flight:

- Determining if, within the last 200 hours time-in-service (TIS), the “CHIP” detector light illuminated because of a metal particle on the magnetic plug of the module, part number 332A32-5021-01M, and if so, whether the “CHIP” detector light stayed illuminated after the chip detector switch was turned to the “CHIP PULSE” setting to activate the “fuzz burn-off” feature. If the “CHIP” detector light illuminated because of a metal particle on the magnetic plug of the module, and the “CHIP” detector light stayed illuminated after the chip detector switch was turned to the “CHIP PULSE” setting, or if you cannot determine from the maintenance records which chip detector caused the the “CHIP” detector light to illuminate or whether the detector light stayed illuminated after the “CHIP” detector switch was turned to the “CHIP PULSE” setting, replacing the module with an airworthy module is required before further flight.
- Inspecting the MGB module magnetic chip detector electrical circuit and determining whether the system is functioning properly, including whether the “CHIP” detector light annunciates on the instrument panel (Vehicle Monitoring System Screen).

Thereafter, this AD requires replacing the module with an airworthy module if the “CHIP” detector light illuminates, stays illuminated after the “CHIP” detector switch is turned to the “CHIP PULSE” setting, and you determine that a metal particle on the module magnetic plug (rather than the main reduction gear (lower MGB), the flared housing (mast assembly), the intermediate gearbox (IGB), or the tail rotor gearbox (TGB)) caused the “CHIP” detector light to illuminate.

This rule is issued under 49 U.S.C. Section 44701 pursuant to the authority delegated to me by the Administrator, and is effective immediately upon receipt of this emergency AD.

**2009-09-51 EUROCOPTER FRANCE** Directorate Identifier 2009-SW-16-AD.

Applicability: Model EC225LP helicopters with an epicyclic reduction gear module (module), part number 332A32-5021-01M, installed, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the main gearbox (MGB) and subsequent loss of control of the helicopter, accomplish the following:

(a) Before further flight:

(1) Determine from the maintenance records whether, within the last 200 hours time-in-service (TIS), the “CHIP” detector light illuminated because of a metal particle on the magnetic plug of the module, and if so, whether the “CHIP” detector light stayed illuminated after the chip detector switch was turned to the “CHIP PULSE” setting to activate the “fuzz burn-off” feature. If those records indicate that the “CHIP” detector light illuminated because of a metal particle on the magnetic plug of the module, and the “CHIP” detector light stayed illuminated after the chip detector switch was turned to the “CHIP PULSE” setting, replace the module with an airworthy module before further flight. If you cannot determine from the maintenance records which chip detector caused the the “CHIP” detector light to illuminate or whether the detector light stayed illuminated after the “CHIP” detector switch was turned to the “CHIP PULSE” setting, replace the module with an airworthy module before further flight. A module with a magnetic plug that attracted a metal particle which activated the “CHIP” detector light within the last 200 hours TIS and was not extinguished when the “CHIP PULSE” was activated is unairworthy.

(2) Inspect the MGB module magnetic chip detector electrical circuit and determine whether the system is functioning properly, including whether the “CHIP” detector light annunciates on the instrument panel (Vehicle Monitoring System Screen).

(b) Thereafter, if the “CHIP” detector light illuminates, stays illuminated after the “CHIP” detector switch is turned to the “CHIP PULSE” setting, and you determine that a metal particle on the module magnetic plug (rather than the main reduction gear (lower MGB), the flared housing (mast assembly), the intermediate gearbox (IGB), or the tail rotor gearbox (TGB)) caused the “CHIP” detector light to illuminate, replace the module with an airworthy module.

(c) 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, Safety Management Group, FAA, ATTN: Gary Roach, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Regulations and Policy Group, Fort Worth, Texas 76137-0111, telephone (817) 222-5130, fax (817) 222-5961, for information about previously approved alternative methods of compliance.

(d) Special flight permits will not be issued.

(e) Copies of the applicable service information may be obtained from 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>.

(f) Emergency AD 2009-09-51, issued April 17, 2009, becomes effective upon receipt.

Note: The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2009-0087-E, dated April 11, 2009.

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FOR FURTHER INFORMATION CONTACT: Gary Roach, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Regulations and Policy Group, Fort Worth, Texas 76137-0111, telephone (817) 222-5130, fax (817) 222-5961.

Issued in Fort Worth, Texas, on April 17, 2009.

Mark R. Schilling,  
Acting Manager, Rotorcraft Directorate,  
Aircraft Certification Service.