



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

BIWEEKLY 2011-23

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Federal Aviation Administration
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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 2011-01			
2010-17-18 R1	R	Air Tractor	AT-802 and AT-802A
2010-22-08	COR	Eurocopter France	Rotorcraft: AS 350 B, BA, B1, B2, B3, and D, and Model AS355 E, F, F1, F2, and N
2010-26-04		Piper	PA-28-161
2010-26-09		Sikorsky	Rotorcraft: S-76A, B, and C
2010-26-11		Kaman Aerospace	Rotorcraft: K-1200
2011-01-52	E	Schweizer	Rotorcraft: 269A, A-1, B, C, C-1, and Th-55 series
2011-01-53	E	Piaggio	P-180
	S 2011-01-51		
Biweekly 2011-02			
2010-24-05	COR	Pratt & Whitney Canada	Engine: PW305A and PW305B
2010-26-54		Cessna	LC41-550FG, LC42-550FG
2011-01-03		GROB-WERKE	G102 ASTIR CS, G102 CLUB ASTIR III, G102 CLUB ASTIR IIIb, G102 STANDARD ASTIR III
2011-01-04		Embraer	EMB-500
2011-02-04		M7 Aerospace LP	SA26-AT, SA26-T, SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), and SA227-TT
Biweekly 2011-03			
2011-01-53	S 2011-01-51	Piaggio Aero Industries	P-180
2011-02-02	S 2008-19-06	Socata	TBM 700
2011-02-08		Aircraft Industries	Glider: L 23 Super Blanik
Biweekly 2011-04			
2011-01-14	S 2005-17-01	Pilatus	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
2011-01-53	COR	Piaggio Aero Industries	P-180
	S 2011-01-51		
2011-03-04	S 2009-09-09	Cessna	LC40-550FG (300), LC41-550FG (400), and LC42-550FG (350)
2011-03-05	S 2007-11-03	Dornier Luftfahrt GmbH	Dornier 228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, Dornier 228-202, and Dornier 228-212
Biweekly 2011-05			
2010-17-18 R1		Air Tractor	AT-802 and AT-802A
2011-05-01		Piaggio Aero Industries	P-180
2011-05-02		Viking Air Limited	DHC-3
2011-05-06		Thielert	Engine: TAE 125-02-99 and TAE 125-02-114 reciprocating
2011-05-51	E	Turbomeca	Engine: 1E2, 1S, and 1S1 turboshaft
Biweekly 2011-06			
2010-26-51	S 2009-08-03	Bell Helicopter Textron Canada Limited	Rotorcraft: 206A, 206B, 206L, 206L-1, 206L-3, 206L-4, 222, 222B, 222U, 230, 407, 427, and 430
2011-03-02		Eurocopter France	Rotorcraft: SA330F, SA330G, and SA330J
2011-03-03		Bell Helicopter Textron Canada Limited	Rotorcraft: 427
2011-03-06		Eurocopter France	Rotorcraft: AS-365N2, AS 365 N3, and SA-365N1
2011-05-07	S 2008-22-21	Allied Ag Cat Productions	G-164, G-164A, G-164B, G-164B with 73" wing gap, G-164B-15T, G-164B-20T, G-164B-34T, G-164C, G-164D, G-164D with 73" wing gap
2011-05-08	S 2011-05-51	Turbomeca	Engine: Arriel 1E2, 1S, and 1S1 turboshaft
2011-06-01		APEX Aircraft	CAP10 B and CAP10 B
2011-06-06	S 2008-24-07	Eclipse	EA500
Biweekly 2011-07			
2011-05-09		B-N Group Ltd	BN-2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN-2T, and BN-2T-4R
2011-06-07		Eurocopter France	Rotorcraft: EC130 B4
2011-07-03	S 2007-02-12	Reims Aviation S.A.	F406

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Biweekly 2011-08			
2011-06-10	S 99-15-04 R1	Piper Aircraft	PA-46-310P, PA-46-350P, and PA-46R-350T
2011-07-09		Thielert Aircraft Engines GmbH	Engine: TAE 125-01, TAE 125-02-99, and TAE 125-02-114 reciprocating
2011-07-13		CPAC, Inc	112, 112B, 112TC, 112TCA, 114, 114A, 114B, and 114TC
2011-08-01	S 2010-25-51	Bell Helicopter Textron	212
Biweekly 2011-09			
2011-06-02		Cessna	172F, 172G, 172H, 172I, 172K, 172L, 172M, F172F, F172G, F172H, F172K, F172L, F172M, 172N, 172P, F172N, F172P, 172R and 172S
2011-08-06		Honeywell International Inc	LTS101-600A-2, -3, -3A, LTS101-700D-2, LTS101-650B-1, LTS101-650C-3, LTS101-650C-3A, LTS101-750B-1, LTS101-750B-2, LTS101-750C-1, and LTS101-850B-2 turboprop; and LTP101-600A-1A and LTP101-700A-1A turboprop
2011-09-08		Pacific Aerospace Limited	750XL
Biweekly 2011-10			
2011-04-02	COR	Hamilton Sundstrand Corporation	Propeller: 247F series
2011-09-16		DG Flugzeugbau GmbH	Gliders: DG-808C
2011-09-51	E	Piaggio Aero Industries S.p.A	P-180
Biweekly 2011-11			
2011-06-02	COR	Cessna	172F, 172G, 172H, 172I, 172K, 172L, 172M, F172F, F172G, F172H, F172K, F172L, F172M, 172N, 172P, F172N, F172P, 172R and 172S
2011-09-19		BURKHART GROB LUFT-UND	Glider: G 103 C Twin III SL
2011-09-51	COR	Piaggio Aero Industries S.P.A.	P-180
2011-10-09	S 2011-01-53	Cessna	See AD
2011-10-11	S 87-20-03 R2	Agusta S.p.A.	Rotorcraft: AB412
2011-10-12		Eurocopter France	Rotorcraft: AS350B, B1, B2, B3, BA, and EC130 B4
2011-10-13		Diamond Aircraft Industries GmbH	DA 42, DA 42-NG, and DA 42 M-NG
2011-11-01		British Aerospace	HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201
Biweekly 2011-12			
2011-11-03		Various Aircraft	See AD
2011-11-04		L'Hotellier	Appliance: Portable Halon 1211 fire extinguisher
2011-11-07		Diamond Aircraft Industries GmbH	DA 42
2011-12-02		Viking Aircraft Limited	DHC-3 (Otter)
2011-12-03		Sikorsky Aircraft Corporation	Rotorcraft: S-92A
Biweekly 2011-13			
2011-12-04		BRP-Powertrain GmbH & Co. KG	Engine: 912 F3, 912 S2, 912 S3, 912, 914 F2, 914 F3, and 914 F4
2011-12-07		Eurocopter France	Rotorcraft: SA-365C, SA-365C1, SA-365C2, SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1
2011-12-08		Bell Helicopter Textron, Inc.	Rotorcraft: 205A, 205A-1, 205B, 212, 412, 412CF, and 412EP
2011-12-10	S 2007-26-12	Robinson Helicopter	Rotorcraft: R22, R22 Alpha, R22 Beta, R22 Mariner, R44 and R44 II

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Biweekly 2011-14			
2011-09-51	COR S 2011-01-53	Piaggio Aero Industries S.P.A.	P-180
2011-13-02		Costruzioni Aeronautiche Tecnam srl	P2006T
2011-13-03		Lycoming Engines and Teledyne Continental Motors	Engine: TSIO-520-BE, TSIO-360-MB, SB, TIO-540-AK1A, L/TSIO-360-RB, TIO-540-AE2A, TSIO-360-H, O-540-L3C5D, TSIO-520-T, L/TO-360-E1A6D, TIO-540-AG1A, TIO-540- AF1A, TIO-540-AF1B, TIO-540-AH1A, TIO-541-E1D4, TIO- 541-E1C4, TIGO-541-E, GTSIO-520-F, GTSIO-520-K, GTSIO- 520-D, GTSIO-520-H
Biweekly 2011-15			
2011-12-16	S 2011-01-52	Schweizer	Rotorcraft: 269A, A-1, B, C; C-1; and TH-55 series
2011-13-05		Turbomeca S.A.	Engine: ARRIEL 2B and 2B1 turboshaft
2011-14-05	S 2010-18-52	MD Helicopters, Inc.	Rotorcraft: MD900
2011-14-08		B/E Aerospace	Appliance: Continuous Flow Passenger Oxygen Mask Assembly
2011-14-09	S 2011-11-03	Various Aircraft	See AD
2011-15-05		Hawker Beechcraft	B300 and B300C (C-12W)
2011-15-51	E	Bell Helicopter Textron Canada	Rotorcraft: 407 and 427
Biweekly 2011-16			
None			
Biweekly 2011-17			
2011-15-10		Superior Air Parts and Lycoming Engines	Engine: See AD
2011-15-11		Cessna	337, 337A (USAF 02B), 337B, 337C, 337D, 337E, T337E, 337F, T337F, 337G, T337G, M337B, F 337E, FT337E, F 337F, FT337F, F 337G, and FT337GP
Biweekly 2011-18			
2009-10-09 R2	R 2009-10-09 R1	Cessna Aircraft Company	150F, 150G, 150H, 150J, 150K, 150L, 150M, A150K, A150L, A150M, F150F, F150G, F150H, F150J, F150K, F150L, F150M, FA150K, FA150L , FA150L or FRA150L, FA150M or FRA150M, 152, A152, F152, FA152
2011-15-11		Cessna	337, 337A (USAF 02B), 337B, 337C, 337D, 337E, T337E, 337F, T337F, 337G, T337G, M337B, F 337E, FT337E, F 337F, FT337F, F 337G, and FT337GP
2011-16-05		Eurocopter France	Rotorcraft: SA-365N and SA-365N1
2011-17-01	S 2010-02-51	Agusta S.p.A.	Rotorcraft: A109A, A109A II, A109C, and A109K2
2011-17-06		SOCATA	TBM 700
2011-17-07		M7 Aerospace LP	SA226-T, SA226-T(B), SA226-TC, SA226-AT
2011-17-13		Eurocopter France	Rotorcraft: EC120B
2011-17-14		Agusta S.p.A.	Rotorcraft: A109A, A109AII
2011-17-15		Embraer	EMB-500
2011-18-51	E	Honeywell International	Engine: TPE331
2011-18-52	E	Agusta S.p.A.	Rotorcraft: AB139 and AW139
Biweekly 2011-19			
2011-18-19	S 2010-23-09	Austro Engine GmbH	Engine: E4 diesel piston
Biweekly 2011-20			
2011-18-07		Wytownia Sprzetu Komunikacyjnego (WSK) PZL- Rzeszow" Spolka Akcyjna (SA)	Engine: WSK PZL-10W series turboshaft
2011-18-09		Lycoming Engines	IO-720-A1B
2011-18-11	S 2011-05-02	Viking Air Limited	DHC-3
2011-20-51	E	Pratt & Whitney Canada	Engine: PT6A-15AG, -27, -28, -34, -34AG, -34B, and -36 series turbo-prop

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Biweekly 2011-21			
2009-13-06 R1	R 2009-13-06	Piper Aircraft	See AD
2011-18-51 R1	R 2011-18-51	Honeywell International	Engines: TPE331
2011-19-02		Dowty Propellers	Propellers: R212/4-30-4/22 and R251/4-30-4/49
2011-19-03		General Electric	Engines: CT7-8, CT7-8A, CT7-8A1, CT7-8E, CT7-8F5
2011-21-51	E	Cessna	525C
Biweekly 2011-22			
2011-12-02	COR	Viking Aircraft Limited	DHC-3 (Otter)
2011-18-07	COR	Wytownia Sprzetu Komunikacyjnego	Engine: WSK PZL-10W series
2011-20-51		Pratt & Whitney Canada	Engine: PT6A-15AG, -27, -28, -34, -34AG, -34B, and -36 series
2011-21-10		Diamond Aircraft Industries	DA 40
2011-21-16		Diamond Aircraft Industries	Glider: H-36 "DIMONA"
2011-22-51	E	Sikorsky	Rotorcraft: S-70, S-70A, S-70C, S-70C(M), and S-70C(M1)
Biweekly 2011-23			
2010-26-52	S 2007-19-53	Bell Helicopter Textron, Inc.	Rotorcraft : 204B, 205A, 205A-1, 205B, 210, 212, 412, 412CF, and 412EP
2011-15-51		Bell Helicopter Textron, Inc.	Rotorcraft: 407 and 427
2011-16-04		Sikorsky Aircraft Corporation	Rotorcraft: S-92A
2011-18-16		Eurocopter France	Rotorcraft: AS332C, L, L1, and L2
2011-20-05		Eurocopter France	Rotorcraft: EC225LP
2011-20-06	S 2009-19-51	Agusta S.p.A.	Rotorcraft: AB139 and AW139
2011-20-08		Agusta S.p.A.	Rotorcraft: AB139 and AW139
2011-21-11		Eurocopter France	Rotorcraft: EC225LP
2011-21-12		Erickson Air-Crane Inc	Rotorcraft: S-64F
2011-21-13		Eurocopter Deutschland GmbH	Rotorcraft: MBB-BK 117 C-2
2011-21-17		General Electric	Engine: CT7-8A, CT7-8A1, CT7-8E, and CT7-8F5 turboshaft
2011-21-51		Cessna	525C
2011-22-03		Rolls-Royce Corporation	Engine: AE 3007A, AE 3007A1/1, AE 3007A1, AE 3007A1/3, AE 3007A1E, AE 3007A1P, and AE 3007A3 turbofan
2011-23-02	S 2010-03-03	Bell Helicopter Textron, Inc.	Rotorcraft: 205A-1, 205B, 210 and 212
2011-23-03		SOCATA	TBM 700



2010-26-52 Bell Helicopter Textron, Inc.: Amendment 39-16821; Docket No. FAA-2011-1041; Directorate Identifier 2010-SW-109-AD; Supersedes AD 2007-19-53, Amendment 39-15265, Docket No. FAA-2007-0180, Directorate Identifier 2007-SW-37-AD.

Effective Date

(a) This AD is effective November 15, 2011 to all persons except those persons to whom it was made immediately effective by Emergency AD 2010-26-52, issued on December 10, 2010, which contained the requirements of this amendment.

Other Affected ADs

(b) This AD supersedes AD 2007-19-53 (72 FR 65224, November 20, 2007).

Applicability

(c) Model 204B, 205A, 205A-1, 205B, 210, 212, 412, 412CF, and 412EP helicopters, certificated in any category, with a tail rotor blade (blade) having a part number and serial number, as follows:

Part Number	Serial Number
204-011-702-015	AFS-12703, AFS-12893, AFS-23525, or AFS-23573
204-011-702-121	A-22020
212-010-750-105	*A-11923
212-010-750-105FM	A-10090, A-10836, *A-10857, A-11207, A-11332, *A-11617, *A-11828, *A-12043, or *A-12091
212-010-750-113	A-14953, A-15090, or CS-12702

212-010-750-113FM	A-12240, *A-12286, A-12296, *A-12398, A-12640, A-12670, A-12789, A-13033, *A-13088, A-13096, *A-13106, A-13134, A-13199, A-13264, A-13366, or *A-13539
212-010-750-133	A-15602

Note 1: The * indicates the newly added serial-numbered blades.

.Unsafe Condition

(d) This AD was prompted by another incident in which the blade tip weight separated from a blade during flight, causing vibration. This incident led to the determination that additional blades could be affected and should be added to the applicability. The actions specified by this AD are intended to prevent loss of the blade tip weight, loss of a blade, and subsequent loss of control of the helicopter.

Compliance

(e) Before further flight, unless accomplished previously.

(f) Replace any affected blade with an airworthy blade. An airworthy blade is one that has a part number and a serial number that is not listed in the Applicability section of this AD.

Note 2: Bell Helicopter Textron Alert Service Bulletin No. 204-07-61, Revision A, dated September 19, 2007, contains additional information about the subject of this AD. Bell Alert Service Bulletin No. 205-07-95, No. 205B-07-46, No. 212-07-125, No. 412CF-07-30, and No. 412-07-123, all Revision B and all dated November 22, 2010, also contain additional information about the subject of this AD. These Alert Service Bulletins are not incorporated by reference.

Special Flight Permit

(g) Special flight permits will not be issued.

Alternative Methods of Compliance (AMOCs)

(h) The Manager, Rotorcraft Certification Office, 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 Rotorcraft Certification Office, send it to the attention of the person identified in the Additional Information section of this AD.

Note 3: Before using any approved AMOC, we request that you notify your appropriate principal inspector, or lacking a principal inspector, your local Flight Standards District Office.

Additional Information

(i)(1) For more information about this AD, contact: Martin R. Crane, Aerospace Engineer, Rotorcraft Directorate, Rotorcraft Certification Office, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5170; fax (817) 222-5783; email: 7-AVS-ASW-170@faa.gov.

(2) For service information identified in this AD, contact: Bell Helicopter Textron, Inc., P.O. Box 482, Fort Worth, TX 76101, telephone (817) 280-3391, fax (817) 280-6466, or at <http://www.bellcustomer.com/files/>.

(3) You may review copies of the service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas during normal business hours.

Subject

(j) The Joint Aircraft System Component Code is: 6410 Tail Rotor Blade.

Issued in Fort Worth, Texas, on September 21, 2011.

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



FAA
Aviation Safety

AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/
www.gpoaccess.gov/fr/advanced.html

2011-15-51 Bell Helicopter Textron, Inc. (Bell): Amendment 39-16817; Docket No. FAA-2011-1035; Directorate Identifier 2011-SW-038-AD.

Applicability: Model 407 helicopters with a hydraulic servo actuator assembly (servo), part number (P/N) 206-076-062-105, or -107 and Model 427 helicopters, with servo, P/N 206-076-062-109 or -111, installed, certificated in any category.

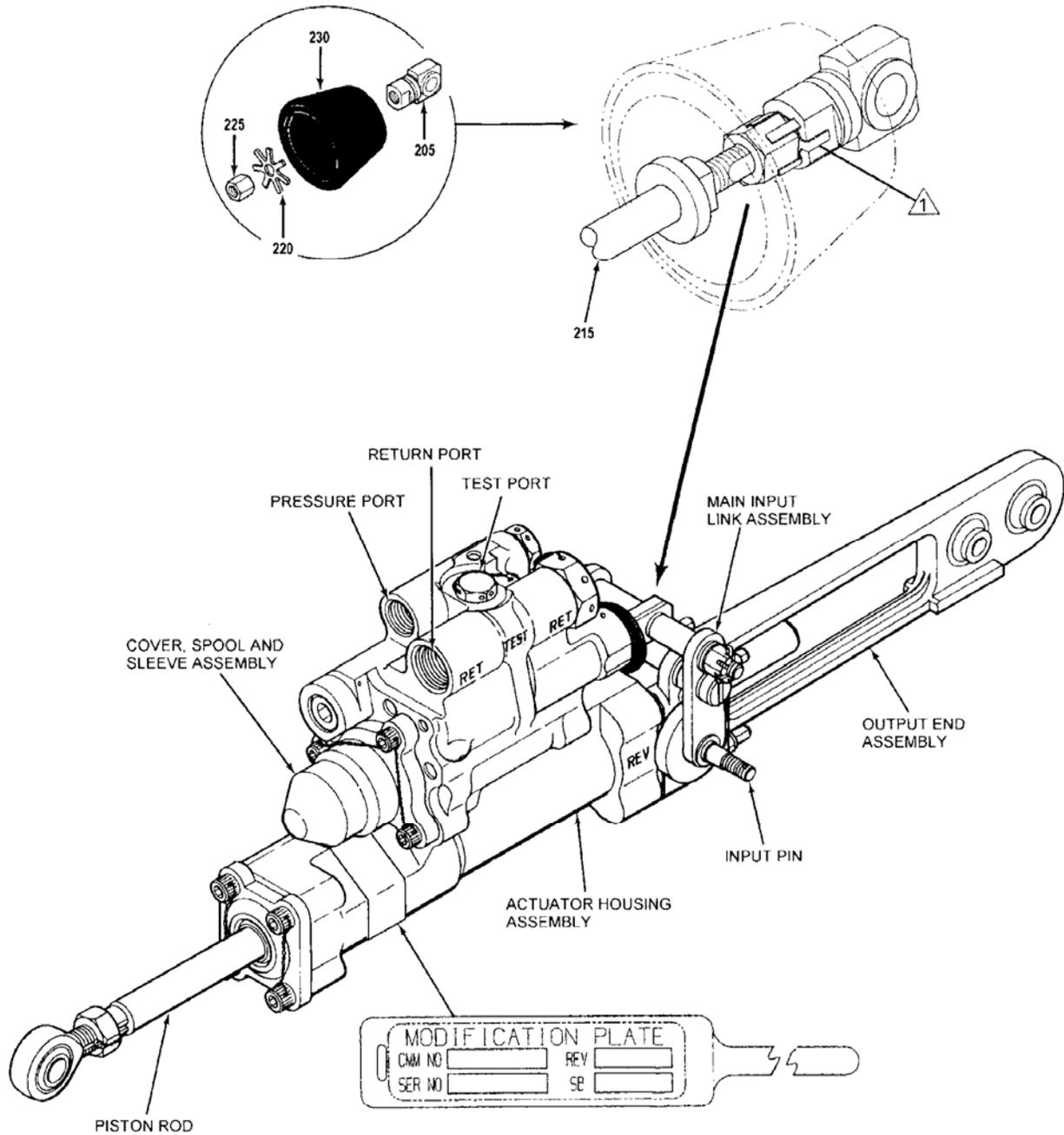
Compliance: Required as indicated, unless accomplished previously.

To detect loose or misaligned parts of the servo that could lead to failure of the servo and subsequent loss of control of the helicopter, do the following:

(a) Before further flight, for those helicopters with a servo serial number (S/N) on the modification plate listed in Table 1 of Bell Alert Service Bulletin (ASB) No. 407-11-96, dated June 29, 2011, for the Model 407 helicopters or Table 1 of ASB 427-11-35, dated June 29, 2011, for the Model 427 helicopters, do the following:

(1) Retract the boot depicted as "230" in Figure 1 of this AD:

Note 1: Bell ASB 427-05-12, Revision A, dated November 14, 2005; HR Textron SBs 41011300-67-01, 41011400-67-01, and 41011700-67-01, all Revision 2, all dated November 9, 2005, which are not incorporated by reference, contain information pertaining to the subject of this AD.



NOTE:

1 ACCEPTABLE CONDITION
 A MINIMUM OF ONE TAB SHALL BE IN LINE AND BENT FLUSH WITH THE NUT FLAT SURFACE AND A MINIMUM OF ONE TAB SHALL BE IN LINE AND BENT FLUSH WITH THE CLEVIS ASSEMBLY FLAT SURFACE

Clevis Assembly
Figure 1

Legend:

- 205 Clevis Assembly
- 215 Shaft
- 225 Nut
- 220 Lock Washer
- 230 Boot

(2) Applying only hand pressure, determine whether the nut, shaft, or clevis assembly, depicted as "225," "215," and "205," respectively, in Figure 1 of this AD, turns independently. If the shaft turns independently of the nut or the clevis assembly, before further flight, replace the servo with an airworthy servo.

(3) If the shaft does not turn independently, inspect to determine whether at least one tab of the lock washer is bent flush against a flat surface of the nut and at least one tab of the lock washer is bent flush against a flat surface of the clevis assembly.

(i) If at least one lock washer tab is not aligned and bent flush with a nut flat surface and at least one lock washer tab is not aligned and bent flush with a flat surface of the clevis assembly, before further flight, replace the servo with an airworthy servo.

(ii) If any tab of the lock washer is not bent flush against either a flat surface of the nut or clevis assembly, bend the tab flush against a flat surface.

(4) After accomplishing paragraph (a)(1) through (a)(3) of this AD, reidentify the servo by metal-impression stamping or by vibro-etching "67-01" onto the modification plate.

(b) For those servo P/Ns with a S/N less than the S/Ns listed in the following Table A of this AD but NOT specifically included in the list of S/Ns in Table 1 referenced in paragraph (a) of this AD, within 25 hours time-in-service, inspect the nut, shaft, and clevis assembly and accomplish the requirements of paragraphs (a)(1) through (a)(4) of this AD.

Table A

Helicopter Model	Servo P/N	Servo Prefix "HR," S/N
407	41011300-101 (BHT 206-076-062-105)	Less than 807
	41011400-101 (BHT 206-076-062-107)	Less than 2248
427	41011300-101 (BHT 206-076-062-111)	Less than 807
	41011700-101 (BHT 206-076-062-109)	Less than 230

(c) Before installing a servo with a P/N and S/N identified in paragraphs (a) or (b) of this AD, not identified by "67-01" on the modification plate, inspect the servo by following the requirements of this AD.

(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, Safety Management Group, FAA, ATTN: Matt Wilbanks, Aviation Safety Engineer, 2601 Meacham Blvd, Fort Worth, Texas 76137, telephone (817) 222-5051, fax (817) 222-5961, for information about previously approved alternative methods of compliance.

(e) The Joint Aircraft System/Component (JASC) Code is: 6730: Rotorcraft Servo System.

(f) The affected servo serial numbers are listed in Table 1 of Bell Alert Service Bulletin (ASB) No. 407-11-96, dated June 29, 2011, for the Model 407 helicopters or Table 1 of ASB 427-11-35, dated June 29, 2011, for the Model 427 helicopters. 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 Bell Helicopter Textron Canada Limited, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4, telephone (450) 437-2862 or (800) 363-8023, fax (450) 433-0272, or at <http://www.bellcustomer.com/files/>. 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 November 14, 2011, to all persons except those persons to whom it was made immediately effective by Emergency AD 2011-15-51, issued July 8, 2011, which contained the requirements of this amendment.

Note 2: The subject of this AD is addressed in Transport Canada AD CF-2011-17, dated June 30, 2011.

Issued in Fort Worth, Texas, on September 19, 2011.

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



2011-16-04 Sikorsky Aircraft Corporation: Amendment 39-16762. Docket No. FAA-2011-0792; Directorate Identifier 2009-SW-19-AD.

Applicability: Model S-92A helicopters with landing gear retract actuator (actuator), part number (P/N) 92250-00800-103, with a serial number (S/N) 101-00026 through 101-00237, without the modification letter "B" stamped on the nameplate, certificated in any category.

Compliance: Before further flight, unless previously accomplished.

To prevent a landing gear collapse and subsequent loss of control of the helicopter, do the following:

(a) Revise the operating limitations, "Airspeed Limits" section of the rotorcraft Flight Manual (RFM) by one of the following methods:

(1) Insert Sikorsky "Temporary Revisions" SA S92A-RFM-000, Revision 2; SA S92A-RFM-002, Revision 6; SA S92A-RFM-003, Revision 5; SA S92A-RFM-004, Revision 5; SA S92A-RFM-005, Revision 4; or SA S92A-RFM-006, Revision 3; all approved January 7, 2011; or

(2) Insert a copy of this AD; or

(3) Make pen and ink changes with the following limitations:

"Maximum rolling groundspeed for normal takeoff or normal landing is 50 knots."

"After a landing with a rolling groundspeed in excess of 50 knots, any further takeoffs or towing operation is prohibited. Rolling ground taxi operations of less than 50 knots are permitted."

(b) Following a landing with a rolling groundspeed in excess of 50 knots, or as an alternative to revising the operating limitations section of the RFM in compliance with this AD, before further flight, replace each affected actuator that does not have the modification letter "B" stamped on the nameplate with an airworthy actuator that has the modification letter "B" stamped on the nameplate.

(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, Boston Aircraft Certification Office, FAA, ATTN: Michael Schwetz, Aviation Safety Engineer, 12 New England Executive Park, Burlington, MA 01803, telephone (781) 238-7761, fax (781) 238-7170, for information about previously approved alternative methods of compliance.

Note: Sikorsky Alert Service Bulletin No. 92-32-001, dated May 2, 2008, which is not incorporated by reference, contains additional information about the subject of this AD.

(d) The Joint Aircraft System/Component (JASC) Code is 3233: Landing Gear Actuator.

(e) This amendment becomes effective on November 14, 2011.

Issued in Fort Worth, Texas, on July 14, 2011.

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



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www.faa.gov/aircraft/safety/alerts/
www.gpoaccess.gov/fr/advanced.html

2011-18-16 Eurocopter France: Amendment 39-16798; Docket No. FAA 2011-0939; Directorate Identifier 2010-SW-067-AD.

Applicability: Models AS332C, L, L1, and L2 helicopters, with main rotor servocontrols, part number (P/N) SC7203-1 with serial number (S/N) 633 through 643, 645 through 659, 664 or 665, or P/N SC7221-1 with S/N 1693 through 1723 and 1726 or 1727, which are not marked with a letter "R" after the S/N, certificated in any category.

Compliance: Required as indicated.

To prevent failure of the upper end fitting ball joints of the main rotor servocontrols, failure of the upper end fittings, and loss of control of the helicopter, do the following:

(a) Within 15 hours time-in-service (TIS), unless accomplished previously, using a feeler gage, measure the lateral play between the outer ring of the ball joint and each of the two faces of the upper end fitting as depicted in Figure 1 of this AD.

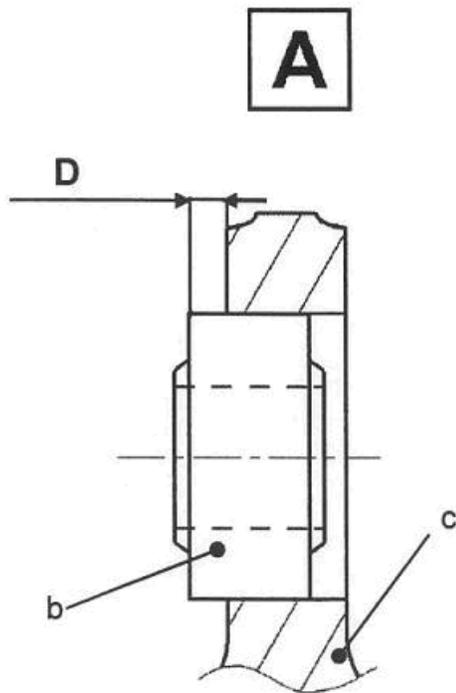
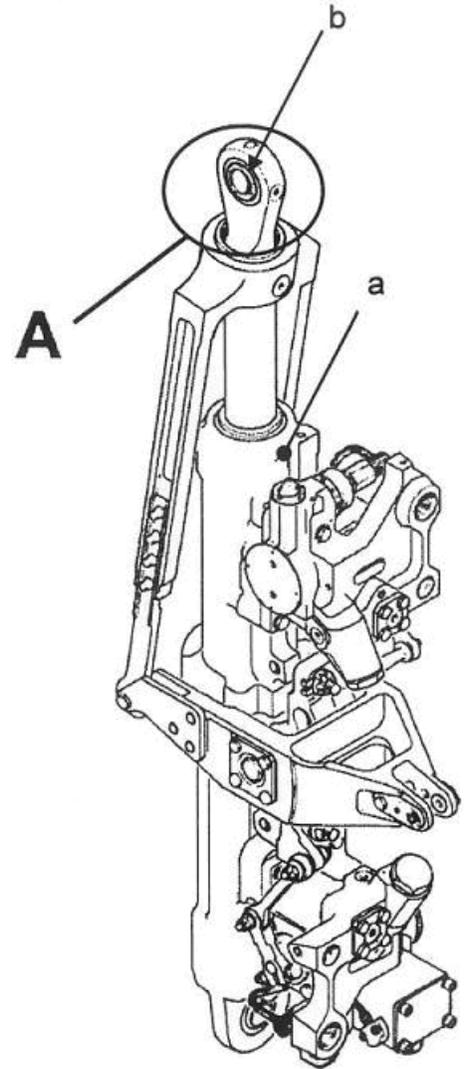
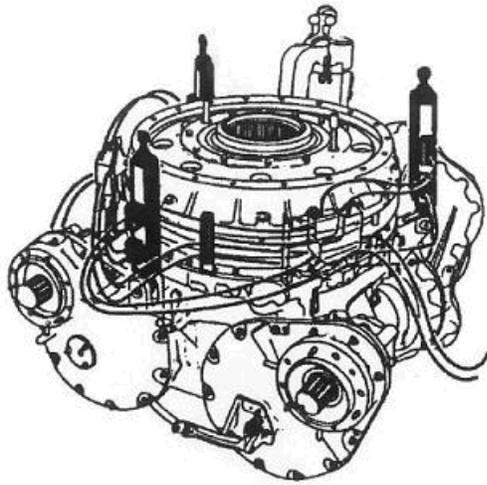


Figure 1

(b) If the lateral play is greater than or equal to 1 millimeter (MM) (0.04 inch) and the servocontrol has accumulated 825 or more hours TIS, before further flight, replace it with an airworthy servocontrol.

(c) If the lateral play is greater than or equal to 1 mm (0.04 inch) and the servocontrol has accumulated less than 825 hours TIS, on or before the servocontrol accumulates 825 hours TIS, replace it with an airworthy servocontrol.

(d) If the lateral play is less than 1 mm (0.04 inch), at intervals not to exceed 300 hours TIS, repeat the inspection required by paragraph (a) of this AD. At each 300 hour TIS interval inspection, if the lateral play is greater than or equal to 1 mm (0.04 inch), within 525 hours TIS, replace the servocontrol with an airworthy servocontrol.

Note 1: An acceptable method of returning the servocontrol to an airworthy condition for the purposes of this AD is by modifying the servocontrol and marking an "R" after the S/N by following Goodrich Service Bulletin (SB) No. SC7203-67-31-02, dated May 11, 2010, for servocontrol, P/N SC7203-1, or Goodrich SB No. SC72216739-02, dated May 11, 2010, for servocontrol, P/N SC7221 1. The Goodrich SBs are attached to Eurocopter Emergency Alert SB containing two numbers (67.00.40 and 67-00.27), dated June 15, 2010 as Appendix 1 and Appendix 2, respectively. None of these three SBs is incorporated by reference in this AD.

(e) Replacing a servocontrol with an airworthy servocontrol that is marked with a letter "R" by the manufacturer after the S/N constitutes terminating action for the requirements of this AD.

(f) 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, Rotorcraft Directorate, FAA, ATTN: Gary Roach, Aviation Safety Engineer, FAA, Regulations and Guidance Group, 2601 Meacham Blvd, Fort Worth, Texas 76137, telephone (817) 222-5130, fax (817) 222 5961, for information about previously approved alternative methods of compliance.

(g) The Joint Aircraft System/Component (JASC) Code is 6730: Rotorcraft Servo System.

(h) This amendment becomes effective on November 14, 2011.

Note 2: The subject of this AD is addressed in European Aviation Safety Agency Emergency AD No. 2010-0117-E, dated June 16, 2010.

Issued in Fort Worth, Texas, on August 23, 2011.

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



2011-20-05 Eurocopter France (Eurocopter): Amendment 39-16815; Docket No. FAA-2011-1033; Directorate Identifier 2009-SW-43-AD.

Applicability: Model EC225LP helicopters, certificated in any category, that have not been modified in accordance with Eurocopter Modification (MOD) 0743718.

Compliance: Required as indicated.

To prevent loss of the dome fairing in flight, damage to the helicopter, and injury to people on the ground, accomplish the following:

(a) Within 15 hours time-in-service (TIS), unless accomplished previously, inspect for a crack in the dome fairing support at the dome fairing attachment points.

(1) If a crack is found in the dome fairing support or at a dome fairing attachment point, before further flight, replace the dome fairing support and the associated coning stop support assembly.

(2) If no crack is found, thereafter at intervals not exceeding 165 hours TIS, inspect for a crack in the dome fairing support, and re-torque the screws securing the dome fairing support to the dome fairing.

Note 1: Eurocopter Emergency Alert Service Bulletin No. 05A005, Revision 1, dated February 3, 2009, and Service Bulletin No. 62-007, Revision 1, dated July 10, 2009, which are not incorporated by reference, contain additional information about the subject of this AD.

(b) Accomplishing Eurocopter MOD 0743718 constitutes terminating action for the requirements of this AD.

(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, Regulations and Policy Group, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone: (817) 222-5130; fax: 817-222-5961, for information about previously approved alternative methods of compliance.

(d) A special flight permit will not be issued.

(e) The Joint Aircraft System/Component (JASC) Code is 6300: Main Rotor Drive System.

(f) This amendment becomes effective on November 14, 2011.

Note 2: The subject of this AD is addressed in European Aviation Safety Agency AD No. 2009-0023, dated February 20, 2009.

Issued in Fort Worth, Texas, on September 13, 2011.

Lance T. Gant,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2011-20-06 Agusta S.p.A.: Amendment 39-16816. Docket No. FAA-2011-1034; Directorate Identifier 2011-SW-014-AD. Supersedes AD 2009-19-51, Amendment 39-16129; Docket No. FAA-2009-1125, Directorate Identifier 2009-SW-50-AD.

Applicability: Model AB139 and AW139 helicopters, with a tail assembly, part number (P/N) 3G5350A00132, 3G5350A00133, 3G5350A00134, or 3G5350A00135, except those with tailboom reinforcement structural retro-modification (MOD), P/N 3G5309P01812, installed, certificated in any category.

Compliance: Required as indicated.

To detect damage to the tailboom to prevent failure of a tailboom and subsequent loss of control of a helicopter, do the following:

(a) For all affected helicopters, before further flight, visually check all tailboom panels on both sides of the tailboom for skin bulging or deformation. Pay particular attention to the previously repaired areas. This visual check may be performed by an owner/operator (pilot) holding at least a private pilot certificate and must be entered into the helicopter records showing compliance with paragraph (a) of this AD in accordance with 14 CFR 43.9(a)(1)-(4) and 91.417(a)(2)(v).

(b) If there is bulging or deformation of a tailboom panel skin, before further flight, using an aluminum hammer (GF-06-00), P/N 109-3101-58-2 (aluminum hammer), tap inspect the area around the bulge or deformity for debonding. Mark the boundaries of the debond area and measure the size of the marked area.

(c) For helicopters with a tailboom assembly, P/N 3G5350A00132, 3G5350A00133, or 3G5350A00134, and a serial number (S/N) with a prefix of "A" up to and including S/N 7/109 for the short nose configuration and a S/N with a prefix of "A" up to and including S/N 7/063 for the long-nose configuration, within 25 hours time-in-service (TIS) from the last inspection or within 7 days, whichever occurs first, unless done previously, and thereafter at intervals not to exceed 25 hours TIS, tap inspect each tailboom panel on both sides of the tailboom in AREAs 3 and 5 for debonding, using an aluminum hammer as depicted in Figure 2 of Agusta Alert Bollettino Tecnico No. 139-195, Revision B, dated February 2, 2010 (ABT). First, inspect AREA 5 then AREA 3. You do not need to tap inspect the longeron area contained in AREA 3. Pay particular attention to previously repaired areas.

(d) For all affected helicopters, except those with tailboom assembly part numbers and serial numbers described in paragraph (c) of this AD, within 50 hours TIS, unless done previously, and thereafter at intervals not to exceed 50 hours TIS, tap inspect each tailboom panel on both sides of the tailboom for debonding using an aluminum hammer. Pay particular attention to the previously repaired areas.

(e) If there is any debonding, mark the debond area and measure the size of the marked area.

(f) Before further flight, install tailboom structural reinforcement per MOD, P/N 3G5309P01812; if:

(1) The mathematical area of a single debond is equal to or greater than 320 mm² and is wholly within AREA 3 as depicted in Figure 2 of the ABT;

(2) The mathematical area of a single debond is equal to or exceeds 150 mm² if the debond occurs in area 1, 2, 4, or 5 as depicted in Figure 2 of the ABT; or

(3) The distance between the edges of any two debonded areas is less than 3 times the largest debond dimension of the two debonded areas measured on a line between the centers of the two debonded areas; or

(4) A debond is within 3 mm from any bond joint edge.

(g) If none of the criteria of paragraphs (f)(1) through (f)(4) of this AD are met, before further flight, repair the debonded area of the tailboom using FAA engineering approved data and procedures or replace the tailboom with an airworthy tailboom.

(h) Modifying the tailboom per MOD, P/N 3G5309P01812, is terminating action for the requirements of this AD.

(i) 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, ASW-111, Aviation Safety Engineer, Rotorcraft Directorate, Regulations and Guidance Group, 2601 Meacham Blvd, Fort Worth, Texas 76137, telephone (817) 222-5122, fax (817) 222-5961, for information about previously approved alternative methods of compliance.

(j) The Joint Aircraft System/Component (JASC) Code is 5302: Rotorcraft Tailboom.

(k) The inspections shall be done on both sides of the tailboom by following the specified portions of Agusta Alert Bollettino Tecnico No. 139-195, Revision B, dated February 2, 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 Agusta, Via Giovanni Agusta, 520 21017 Cascina Costa di Samarate (VA), Italy, telephone 39 0331-229111, fax 39 0331-229605/222595, or at http://customersupport.agusta.com/technical_advice.php. Copies may be inspected 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.

(l) This amendment becomes effective on November 14, 2011.

Note: The subject of this AD is addressed in European Aviation Safety Agency AD No. 2011-0019, dated February 3, 2011

.Issued in Fort Worth, Texas, on September 13, 2011.

Lance T. Gant,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2011-20-08 AGUSTA S.p.A.: Amendment 39-16819; Docket No. FAA-2011-1036; Directorate Identifier 2010-SW-088-AD.

Applicability: Models AB139 and AW139 helicopters, serial number (S/N) 31005 through S/N 31157 (except S/Ns 31007, 31094 and 31149) and S/N 41001 through S/N 41023, certificated in any category.

Compliance: Within 30 hours time-in-service (TIS) or 30 days, whichever occurs earlier, unless done previously:

To detect corrosion of certain modules, to prevent the display of misleading data to the flight crew, disengagement of the flight director modes of the autopilot or other alert system, increased workload of the flight crew, and subsequent loss of control of the helicopter, do the following:

(a)(1) Remove the following items related to the Numbers 1 and 2 Modular Avionics Unit (MAU):

(i) Power supply (PS) module, part number (P/N) 7024440-1901;

(ii) Custom Input/Output (CSIO) module, P/N 7025410-1901;

(iii) Control Input/Output (CIO) module, P/N 7026534-1902;

(iv) MAU cabinet; and

(2) Inspect the PS, CSIO, CIO, and MAU cabinet and all related connectors for corrosion.

(i) If there is corrosion on a connector, before further flight, clean the connector.

(ii) If there is corrosion on a module, before further flight, replace the module with an airworthy module.

(b) Modify the Number 2 MAU ventilation duct by following the Compliance Instructions, paragraphs 6 through 11, of Agusta Bollettino Tecnico No. 139-166, dated April 6, 2009 (BT).

(c) Install and operationally test the Number 1 and Number 2 MAUs and the related PS module, CSIO module, CIO module, MAU cabinet, and all related connectors.

(d) Reinstall the AFT right float assembly or the lower panel, P/N 3P5340A01631, whichever was removed during the modification process required by paragraph (b) of this AD.

(e) 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, ATTN: George Schwab, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Safety Management Group, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5114, fax (817) 222-5961.

(f) The Joint Aircraft System/Component (JASC) Code is 3425: Navigation, Integrated Flight Director System.

(g) Modifying the ventilation duct shall be done by following specified portions of Agusta Bollettino Tecnico No. 139-166, dated April 6, 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 Agusta, Via Giovanni Agusta, 520 21017 Cascina Costa di Samarate (VA), Italy, telephone 39 0331-229111, fax 39 0331-229605/222595, or at http://customersupport.agusta.com/technical_advice.php. 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.

(h) This amendment becomes effective on November 21, 2011.

Note: The subject of this AD is addressed in the European Aviation Safety Agency (Italy) AD No. 2010-0189, dated September 23, 2010.

Issued in Fort Worth, Texas, on August 29, 2011.

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



2011-21-11 Eurocopter France: Amendment 39-16834; Docket No. FAA-2011-1074; Directorate Identifier 2010-SW-028-AD.

Applicability: Model EC225LP helicopters, with an airworthiness certificate issued before December 15, 2009, with FISHER H140 pilot and co-pilot seats, part number (P/N) 052010032000D61091, Eurocopter P/N 704A41120116, or with Eurocopter co-pilot seat, P/N 332V08-0180-00, installed, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To detect a missing floor attachment screw, nut, or washer to help prevent detachment of the seat from the floor during an emergency landing, do the following:

(a) Within 85 hours time-in-service (TIS), inspect for the presence of 4 screws and 4 nuts on each side of the copilot's seat mount and 1 screw and 1 nut on each side of the pilot's seat mount by reference to Figures 1 through 4 of Eurocopter Alert Service Bulletin No. 53A020, Revision 0, dated February 17, 2010 (ASB).

(b) If any screw, nut, or cup washer is missing, remove the seat and mount and before further flight, countersink the hole and install airworthy parts and replace the mount and seat by following the Accomplishment Instructions, paragraph 2.b.2.b., of the ASB.

(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, Rotorcraft Directorate, Regulations and Guidance Group, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5130, fax (817) 222-5961, for information about previously approved alternative methods of compliance.

(d) The Joint Aircraft System/Component Code is 2500: Cabin Equipment/Furnishings.

(e) The inspection and repair of the pilot and co-pilot seats shall be done by following the specified portions of Eurocopter Alert Service Bulletin No. 53A020, Revision 0, dated February 17, 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 American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, TX 75053-4005, telephone (800) 232-0323, fax (972) 641-3710, or at <http://www.eurocopter.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.

(f) This amendment becomes effective on November 14, 2011.

Note: The subject of this AD is addressed in European Aviation Safety Agency AD No. 2010-0030, dated February 26, 2010.

Issued in Fort Worth, Texas, on September 29, 2011.

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



2011-21-12 Erickson Air-Crane Incorporated: Amendment 39-16835; Docket No. FAA-2010-0909; Directorate Identifier 2010-SW-026-AD.

Applicability: Model S-64F helicopters, with rotating swashplate assembly (swashplate), part number (P/N) 65104-11001-051, installed, certificated in any category.

Compliance: Required as indicated.

To prevent loss of a swashplate due to a fatigue crack, loss of control of the main rotor system, and subsequent loss of control of the helicopter, do the following:

(a) Within 15 hours time-in-service (TIS), unless accomplished previously, and thereafter at intervals not to exceed 15 hours TIS, clean and visually inspect the swashplate for a crack in areas A through F as depicted in Figure 1 of Erickson Air-Crane Service Bulletin 64B10-10, Revision 2, dated April 1, 2008 (SB).

(b) Within 150 hours TIS, unless accomplished previously, and thereafter at intervals not to exceed 150 hours TIS, clean the swashplate and, using a 10-power or higher magnifying glass, visually inspect for a crack in areas A through F as depicted in Figure 1 of the SB.

(c) Within 1,000 hours TIS since the last fluorescent-penetrant inspection (FPI) and thereafter at intervals not to exceed 1,000 hours TIS, remove the swashplate from the rotor head, disassemble and remove the paint from the swashplate, and FPI the swashplate for a crack in accordance with ATSM E1417, Type I, Methods A or C.

(d) If a crack is found in the swashplate, before further flight, replace the swashplate with an airworthy swashplate.

(e) 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, Rotorcraft Certification Office, Rotorcraft Directorate, ATTN: DOT/FAA Southwest Region, Michael Kohner, ASW-170, Aviation Safety Engineer, Fort Worth, Texas 76137, telephone (817) 222-5170, fax (817) 222-5783, for information about previously approved alternative methods of compliance.

(f) The Joint Aircraft System/Component (JASC) Code is 6230: Main Rotor Mast/Swashplate.

(g) The inspections shall be done in accordance with the specified portions of Erickson Air-Crane Service Bulletin 64B10-10, Revision 2, dated April 1, 2008. 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 Erickson Air-Crane Incorporated, 3100 Willow Springs Road, P. O. Box 3247, Central Point, OR 97502, telephone (541) 664-5544, fax (541) 664-2312. 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.

(h) This amendment becomes effective on December 1, 2011.

Issued in Fort Worth, Texas, on September 29, 2011.

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



2011-21-13 EUROCOPTER DEUTSCHLAND GmbH (ECD): Amendment 39-16836; Docket No. FAA-2011-1075; Directorate Identifier 2011-SW-011-AD.

Applicability: Model MBB-BK 117 C-2 helicopters, certificated in any category.

Compliance: Before further flight, unless accomplished previously.

To prevent failure of a generator, loss of electrical power, loss of systems necessary for flight safety, and subsequent loss of control of the helicopter, do the following:

(a) Revise the "Emergency and Malfunction Procedures" and the "Performance Data" sections of the Rotorcraft Flight Manual (RFM) BK117 C-2 by copying or cutting out temporary pages 7, 8, and 11 (RFM pages 3-3 and 3-3a for "Emergency and Malfunction Procedures" and page 5-7 for "Performance Data") of ECD Alert Service Bulletin No. ASB MBB BK117 C-2-24A-008, dated December 20, 2010, and inserting the pages into RFM BK 117 C-2.

(b) 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, ATTN: George Schwab, Aviation Safety Engineer, FAA, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5114, fax (817) 222-5961, for information about previously approved alternative methods of compliance.

(c) The Joint Aircraft System/Component (JASC) Code is 2435: Starter-Generator, 2437: DC Indicating System, and 2430: DC Generator System.

(d) Revise the Emergency Procedures and Performance Data sections of RFM BK 117 C-2 by inserting the specified portions of ECD Alert Service Bulletin No. ASB MBB BK117 C-2-24A-008, dated December 20, 2010, into the RFM. 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 American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, TX 75053-4005, telephone (800) 232-0323, fax (972) 641-3710, or at <http://www.eurocopter.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.

(e) This amendment becomes effective on November 21, 2011.

Note: The subject of this AD is addressed in The European Aviation Safety Agency (the Federal Republic of Germany) AD No. 2010-0268-E, dated December 21, 2010.

Issued in Fort Worth, Texas, on September 29, 2011.

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



2011-21-17 General Electric Company: Amendment 39-16840; Docket No. FAA-2011-0942; Directorate Identifier 2011-NE-29-AD.

(a) Effective Date

This AD is effective November 17, 2011.

(b) Affected ADs

None.

(c) Applicability

This AD applies to General Electric Company (GE) CT7-8A, CT7-8A1, CT7-8E, and CT7-8F5 turboshaft engines, with fuel filter differential pressure switch, part number (P/N) TD028VF0H7Y5 (part of fuel filter assembly, P/N 4110T53P06), installed.

(d) Unsafe Condition

This AD was prompted by reports of 47 fuel filter differential pressure switches found with stress-corrosion cracking of the mounting flanges. We are issuing this AD to prevent unrecoverable in-flight engine shutdown, engine bay fire due to fuel leakage, and forced landing or accident.

(e) Compliance

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

(1) Starting on the effective date of this AD, perform daily visual inspections of the fuel filter differential pressure switch for leaks and excessive cracking of the mounting flanges.

(2) Visually inspect in accordance with paragraph 3, Accomplishment Instructions, of GE Alert Service Bulletin (ASB) No. CT7-8-S/B 73-A0007, dated July 8, 2011.

(f) Mandatory Terminating Action

(1) As mandatory terminating action to the daily visual inspections, within 4 months after the effective date of this AD, install collar kit, P/N 59TC02800K1T, over the fuel filter differential pressure switch.

(2) Install the collar kit in accordance with paragraph 3, Accomplishment Instructions of GE ASB No. CT7-8-S/B 73-A0008, dated August 17, 2011.

(g) Special Flight Permits

Special flight permits are prohibited.

(h) 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.

(i) Related Information

For more information about this AD, contact Walter Meibaum, Aerospace Engineer, Engine & Propeller Directorate, FAA, 12 New England Executive Park, Burlington, MA 01803; phone: (781) 238-7119; fax: (781) 238-7199; email: walter.meibaum@faa.gov.

(j) Material Incorporated by Reference

You must use the following service information 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 of the following service information on the date specified:

- (1) General Electric Company Alert Service Bulletin No. CT7-8-S/B 73-A0007, dated July 8, 2011, approved for IBR as of November 17, 2011.
- (2) General Electric Company Alert Service Bulletin No. CT7-8-S/B 73-A0008, dated August 17, 2011, approved for IBR as of November 17, 2011.
- (3) For service information identified in this AD, contact GE-Aviation, M/D Rm. 285, One Neumann Way, Cincinnati, OH 45215, phone: (513) 552-3272; email: geae.aoc@ge.com.
- (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.
- (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/code_of_federal_regulations/ibr_locations.html.

Issued in Burlington, Massachusetts, on October 4, 2011.
Peter A. White,
Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2011-21-51 Cessna Aircraft Company: Amendment 39-16850; Docket No. FAA-2011-1161; Directorate Identifier 2011-CE-036-AD.

(a) Effective Date

This AD is effective November 1, 2011 to all persons except those persons to whom it was made immediately effective by Emergency AD 2011-21-51, issued on October 6, 2011, which contained the requirements of this amendment.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Cessna Aircraft Company (Cessna) Model 525C airplanes, serial numbers 0001 through 0052, that:

- (1) Have a lithium-ion battery, Cessna part number (P/N) 9914788-1, installed as the main aircraft battery; and
- (2) are certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 2432; Battery/Charger.

(e) Unsafe Condition

This AD was prompted by a report of a battery fire that resulted after an energized ground power unit was connected to one of the affected airplanes equipped with a lithium-ion battery as the main aircraft battery. We are issuing this AD to prevent a potential battery fault that could lead to an aircraft fire.

(f) Compliance

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

(g) Replace the Lithium-Ion Main Aircraft Battery, Cessna P/N 9914788-1

(1) Within the next 10 hours time-in-service after November 1, 2011 (the effective date of this AD) or within the next 7 days after November 1, 2011 (the effective date of this AD), whichever occurs first, replace the lithium-ion main aircraft battery, Cessna P/N 9914788-1, following Cessna Citation Service Bulletin SB525C-24-05, dated September 29, 2011.

(2) As of November 1, 2011 (the effective date of this AD), do not install a lithium-ion battery, Cessna P/N 9914788-1, on any of the affected airplanes.

(h) Special Flight Permits

Special flight permits under 14 CFR 39.23 are allowed with the following limitation: "Single and non-revenue flights only."

(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 further information about this AD, contact: Richard Rejniak, Aerospace Engineer, Wichita ACO, FAA, 1801 Airport Road, Room 100, Wichita, Kansas 67209; phone: (316) 946-4128; fax: (316) 946-4107; email: richard.rejniak@faa.gov.

(k) Material Incorporated by Reference

(1) You must use Cessna Citation Service Bulletin SB525C-24-05, dated September 29, 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 on November 1, 2011.

(2) For service information identified in this AD, contact Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, KS 67277; telephone: (316) 517-6000; fax: (316) 517-8500; email: CustomerCare@cessna.textron.com; Internet: <http://www.cessna.com>.

(3) You may review copies of the service information at the FAA, 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 an NARA facility, 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 October 19, 2011.

James E. Jackson,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2011-22-03 Rolls-Royce Corporation (Formerly Allison Engine Company): Amendment 39-16845; Docket No. FAA-2011-0273; Directorate Identifier 2011-NE-08-AD.

(a) Effective Date

This AD is effective November 17, 2011.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Rolls-Royce Corporation (RRC) AE 3007A, AE 3007A1/1, AE 3007A1, AE 3007A1/3, AE 3007A1E, AE 3007A1P, and AE 3007A3 turbofan engines, with any of the 6th-through-13th stage compressor wheel part numbers (P/Ns) in Table 1 of this AD installed.

Table 1–6th-Through-13th Stage Compressor Wheel P/Ns Affected by This AD

Compressor Wheel Stage:	Wheel P/Ns with Chrome-Carbide Coated Knife Seals:	Wheel P/Ns with Uncoated Knife Seals:
6 th	23074717	23062666, 23071261, 23071396
7 th	23074719, 23074217	23062667, 23071262, 23071397
8 th	23074721	23061628, 23071263,
9 th	23074722	23061629, 23071264
10 th	23074723	23061630, 23071265
11 th	23074724	23061631, 23066231
12 th	23074725	23061632, 23071267
13 th	23074213, 23074726	23061633, 23071268

(d) Unsafe Condition

This AD was prompted by reports of low-cycle fatigue cracks found during shop visits, in the 6th-through-13th stage compressor wheels having chrome-carbide coated or uncoated knife edge seals. We are issuing this AD to prevent uncontained failure of the 6th-through-13th stage compressor wheel, leading to damage to the airplane.

(e) Compliance

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

(f) Initial Inspection

The initial inspection compliance times for the 6th-through-13th stage compressor wheels are based on cycles-since-new (CSN) and cycles-in-service (CIS) of their 12th and 13th stage compressor wheels. For engines that one or both 12th and 13th stage compressor wheels have chrome-carbide coated knife edge seals, use the compliance times listed in Table 2 of this AD. For engines that both 12th and 13th stage compressor wheels do not have chrome-carbide coated knife edge seals, use the compliance times listed in Table 3 of this AD.

(1) Perform a one-time comprehensive eddy current inspection (ECI) of the 6th-through-13th stage compressor wheel knife edge seals for cracks, using paragraph 2, Accomplishment Instructions, of RRC Alert Service Bulletin (ASB) No. AE 3007A-A-72-386, Revision 4, dated June 27, 2011 (Completion of this one-time comprehensive ECI relieves you thereafter of the repetitive inspection requirements of this AD); or

(2) Perform an initial ECI of the 6th-through-13th stage compressor wheel outer circumferences for cracks, using paragraph 2, Accomplishment Instructions, of RRC ASB No. AE 3007A-A-72-390, Revision 3, dated June 27, 2011.

Table 2—Initial Inspection Compliance Times for Engines, That One or Both 12th and 13th Stage Compressor Wheels Have Chrome-Carbide Coated Knife Edge Seals

For 12th and or 13th Stage Compressor Wheels With the Following CSN on the Effective Date of this AD:	Initially Inspect After the Effective Date of this AD:
(i) 18,185 or more CSN.	Within 15 CIS.
(ii) 16,700 to 18,184 CSN.	Before accumulating 18,200 CSN.
(iii) 16,000 to 16,699 CSN.	Within 1,500 CIS.
(iv) 15,100 to 15,999 CSN.	Within 2,000 CIS.
(v) 14,300 to 15,099 CSN.	Within 2,800 CIS.
(vi) 13,000 to 14,299 CSN.	Within 3,400 CIS.
(vii) 12,300 to 12,999 CSN.	Within 4,000 CIS.
(viii) 11,200 to 12,299 CSN.	Within 4,600 CIS.
(ix) 9,700 to 11,199 CSN	Within 5,300 CIS.
(x) Fewer than 9,700 CSN.	Before accumulating 15,000 CSN or at the next shop visit when the engine has more than 7,000 cycles, whichever occurs first.

Table 3—Initial Inspection Compliance Times for Engines, That Both 12th and 13th Stage Compressor Wheels Do Not Have Chrome-Carbide Coated Knife Edge Seals

For 12th and or 13th Stage Compressor Wheels With the Following CSN on the Effective Date of this AD:	Initially Inspect After the Effective Date of This AD:
(i) 18,300 or more CSN.	Within 200 CIS.
(ii) 16,000 to 18,299 CSN.	Within 1,500 CIS.
(iii) 15,100 to 15,999 CSN.	Within 2,000 CIS.
(iv) 14,300 to 15,099 CSN.	Within 2,800 CIS.
(v) 13,000 to 14,299 CSN.	Within 3,400 CIS.
(vi) 12,300 to 12,999 CSN.	Within 4,000 CIS.
(vii) 11,200 to 12,299 CSN.	Within 4,600 CIS.
(viii) 9,700 to 11,199 CSN.	Within 5,300 CIS.
(ix) Fewer than 9,700 CSN.	Before accumulating 15,000 CSN or at the next shop visit when the engine has more than 7,000 cycles, whichever occurs first.

(g) Repetitive Inspections

(1) After passing the initial inspection, perform repetitive ECIs of the compressor wheel outer circumference, for cracks, within every 5,000 cycles-since-last-inspection (CSLI), using paragraph 2, Accomplishment Instructions, of RRC ASB No. AE 3007A-A-72-390, Revision 3, dated June 27, 2011; or

(2) Perform a one-time comprehensive ECI of the 6th-through-13th stage compressor wheel knife edge seals for cracks, within 5,000 CSLI using paragraph 2, Accomplishment Instructions, of RRC ASB No. AE 3007A-A-72-386, Revision 4, dated June 27, 2011. Completion of this one-time ECI comprehensive inspection relieves you thereafter of the repetitive inspection requirements of this AD.

(h) 6th-Through-13th Stage Compressor Wheels Found Cracked

Remove from service before further flight 6th-through-13th stage compressor wheels that are found cracked.

(i) Special Flight Permits

Special Flight Permits are limited to essential flight crew only.

(j) Reporting Requirements

Report all inspection results within 10 days, to AE Service Data, Rolls-Royce Corporation, Attn: AE Service Data Manager, P.O. Box 420, Speed Code U17, Indianapolis, IN 46206-0420, email: royce.com">cra.rel.data@rolls-royce.com. Use the reporting instructions in:

(1) Paragraph 2.D. of ASB No. AE 3007A-A-72-386, Revision 4, dated June 27, 2011.

(2) Service Bulletin Compliance Form of RRC ASB No. AE 3007A-A-72-390, Revision 3, dated June 27, 2011.

(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) Previous Inspection Credit

(1) If you previously performed an ECI of the 6th-through-13th stage compressor wheels using RRC ASB No. AE 3007A-A-390, Revision 1, dated February 14, 2011 or Revision 2, dated June 10, 2011, or Revision 3, dated June 27, 2011, you met the initial inspection requirements of this AD.

(2) If you previously performed a one-time comprehensive ECI of the 6th-through-13th stage compressor wheel knife edge seals, using RRC ASB No. AE 3007A-A-72-386, dated October 20, 2010, or Revision 1, dated December 17, 2010, or Revision 2 dated January 10, 2011, or Revision 3, dated June 10, 2011, you met the initial inspection requirements of paragraph (f) of this AD. Completion of this one-time comprehensive inspection relieves you of the repetitive inspection requirements of this AD.

(3) If you previously performed an ultrasonic inspection of the compressor wheel knife edge seals, using RRC Service Bulletin No. AE 3007A-72-382, dated April 6, 2010, prior to publication of RRC ASB No. AE 3007A-A-72-386, dated October 20, 2010, you met the initial inspection requirements of this AD. Completion of this one-time ultrasonic inspection relieves you of the repetitive inspection requirements of this AD.

(m) Alternative Methods of Compliance (AMOCs)

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

(n) Related Information

For more information about this AD, contact Kyri Zaroyiannis, Aerospace Engineer, Chicago Aircraft Certification Office, Small Airplane Directorate, FAA, 2300 E. Devon Ave., Des Plaines, IL 60018; phone: (847) 294-7836; fax: (847) 294-7834; email: kyri.zaroyiannis@faa.gov.

(o) Material Incorporated by Reference

You must use the following service information 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 of the following service information on the date specified:

(1) Rolls-Royce Corporation Alert Service Bulletin No. AE 3007A-A-72-386, Revision 4, dated June 27, 2011, approved for IBR November 17, 2011.

(2) Rolls-Royce Corporation Alert Service Bulletin No. AE 3007A-A-72-390, Revision 3, dated June 27, 2011, approved for IBR November 17, 2011.

(3) For service information identified in this AD, contact Rolls-Royce Corporation, P.O. Box 420, Indianapolis, IN 46206; phone: (317) 230-3774; fax: (317) 230-6084; email: [.](mailto:royce.com)

(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.

(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/code_of_federal_regulations/ibr_locations.html.

Issued in Burlington, Massachusetts, on October 25, 2011.

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



2011-23-02 Bell Helicopter Textron, Inc.: Amendment 39-16853; Docket No. FAA-2011-1182; Directorate Identifier 2010-SW-010-AD. Supersedes AD 2010-03-03, Amendment 39-16186 (75 FR 5681, February 4, 2010), Docket No. FAA-2010-0065, Directorate Identifier 2009-SW-01-AD.

Applicability: Model 205A-1, 205B, 210 and 212 helicopters with a main rotor blade (blade), part number (P/N) 204-012-001-023 or -033; 210-015-001-101; 212-015-501-005, -111, -113, -115, -117, -119, or -121, installed, certificated in any category.

Note 1: Bell Helicopter Model 205A-1 helicopters, modified by Supplemental Type Certificate (STC) No. SH5132NM or SH5976NM, may have affected part-numbered blades installed.

Compliance: Required as indicated.

To detect an edge void, corrosion, or a crack on a blade, to prevent the loss of a blade and subsequent loss of control of the helicopter, do the following:

(a) Within 25 hours time-in-service (TIS), unless accomplished previously, and thereafter at intervals not to exceed 25 hours TIS:

(1) Wash the upper and lower surfaces of each affected blade with a solution of cleaning compound (C-318) and water. Rinse thoroughly and wipe dry.

(2) Visually inspect each of the upper and lower grip plates and doublers of the blade for their entire length and chord width for an edge void, any corrosion, or a crack. Pay particular attention to any crack in the paint finish near or at a bond line that follows the outline of a grip plate or doubler.

Note 2: The inspections required by paragraphs (a)(2) and (a)(4) of this AD do not require removal of the blades from the main rotor hub and can be accomplished while the blades are installed on the helicopter.

(3) Wipe each of the bond lines at the edges of both grip plates and each of the layered doublers (bond lines) on the upper and lower surfaces of each affected blade with an alcohol-soaked cloth (C-385) in the area from blade stations 24.5 to 85 (inspection area) as depicted in Figure 1 of Bell Helicopter Alert Service Bulletin (ASB) No. 205B-08-51 for the Model 205B helicopters or ASB No. 212-08-130 for the Model 212 helicopters (and the Model 205A-1 helicopters), both Revision B, and both dated January 11, 2011; or ASB No. 210-08-03, Revision B, dated January 10, 2011, for the Model 210 helicopters, as appropriate for your model helicopter. Wipe dry with a clean cloth.

(4) Immediately after accomplishing paragraph (a)(3) of this AD, using a 3x power or higher magnifying glass and a bright light, visually inspect each of the bond lines on the upper and lower surfaces of the blade in the inspection area for any edge delamination, as indicated by a dark line located along any bond line, or a crack in the paint finish. An edge delamination is defined as a separation of the detail parts along an edge.

Note 3: An edge delamination along the edge of a grip plate or doubler, or "any potential cracks in the bond lines between doublers or grip plates" as described in the ASBs, is indicated by the presence of excess alcohol bleeding out of an edge void. The excess alcohol in the void will appear as a dark line along the bond line. A crack in the paint finish which follows the outline of a grip plate or doubler may indicate a possible edge void.

(5) If there is no edge void, corrosion, crack, an edge delamination, or a crack in the paint finish, apply a light coat of preservative oil (C-125) to all surfaces of the blade.

(b) Before further flight:

(1) If there is any edge delamination along any bond line of a grip plate or doubler, or a crack in the paint finish:

(i) Remove the paint in the affected area by lightly sanding with 180-220 grit paper in a span-wise direction to determine if there is an edge void, or if the grip plate, doubler, or skin is cracked. If any parent material is removed during the sanding operation, replace the blade with an airworthy blade or repair the blade if the amount of parent material removed is within the maximum repair damage limits.

Note 4: The maximum repair damage limits are contained in the applicable Component and Repair Overhaul Manual.

(ii) If there is an edge void, determine the depth and length using a .0015 inch feeler gauge.

(iii) If there is an edge void in a grip plate or doubler near the outboard tip, tap inspect the affected area to determine the size and shape of the void.

(iv) Repair the blade if the edge void is within the maximum repair damage limits or replace the blade with an airworthy blade.

(v) If there is not an edge void or a crack, refinish the sanded area.

(2) If there is a crack in any grip plate or doubler, replace the blade with an airworthy blade.

(3) If there is a crack in the blade skin, replace the blade with an airworthy blade, or repair the blade if the damage is within the maximum repair damage limits.

(4) If there is any corrosion, replace the blade with an airworthy blade or repair the blade if the damage is within the maximum repair damage limits.

(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, Rotorcraft Certification Office, Attn: Michael Kohner, Aviation Safety Engineer, FAA, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5170, fax (817) 222-5783, for information about previously approved alternative methods of compliance.

(d) The inspection area is depicted in Figure 1 of Bell Helicopter Alert Service Bulletin No. 205B-08-51 or No. 212-08-130, both Revision B, and both dated January 11, 2011; or No. 210-08-03, Revision B, dated January 10, 2011. The incorporation by reference of these documents was approved by the Director of the Federal Register, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Bell Helicopter Textron, Inc., P.O. Box 482, Fort Worth, TX 76101, telephone (817) 280-3391, fax (817) 280-6466, or at <http://www.bellcustomer.com/files/>. 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.

Joint Aircraft System/Component (JASC) Code

(e) The JASC Code is 6210: Main Rotor Blades.

(f) This amendment becomes effective on November 21, 2011.

Issued in Fort Worth, Texas, on October 21, 2011.

Lance T. Gant,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2011-23-03 SOCATA: Amendment 39-16854; Docket No. FAA-2011-0868; Directorate Identifier 2011-CE-027-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective December 6, 2011.

(b) Affected ADs

None.

(c) Applicability

This AD applies to SOCATA Model TBM 700 airplanes, serial numbers 148, 434 through 572, 574, and 576, certificated in any category.

(d) Subject

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

(e) Reason

The mandatory continuing airworthiness information (MCAI) states:

A TBM700 operator reported an occurrence where, as a result of handling the standby compass lighting bulb cover in flight, both essential bus bars (ESS BUS 1 and ESS BUS 2) failed, leading to loss of a number of instruments and navigation systems.

The technical investigations carried out by SOCATA have shown that the cause of this occurrence was that the electrical protection of some TBM 700 aeroplanes is insufficient to allow in-flight handling of the standby compass lighting cover when energized.

This condition, if not corrected, may compromise the ability of the pilot to safely operate the aeroplane under certain flight conditions due to the increase of workload.

To address this unsafe condition, SOCATA have developed a modification which consists of installing a protection fuse on the wire at the standby compass connector, introduced by SOCATA Service Bulletin (SB) 70-192-34.

For the reasons described above, this AD requires installation of a protection of the electrical wire at the standby compass connector.

(f) Actions and Compliance

Unless already done, within 6 months after December 6, 2011 (the effective date of this AD), install a protection fuse on the wire at the standby compass connector following the Accomplishment Instructions in DAHER-SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-192-34, dated April 2011.

(g) FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: No differences.

(h) Other FAA AD Provisions

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; email: albert.mercado@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave., SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

(i) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) AD No. 2011-0130, dated July 8, 2011; and DAHER-SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-192-34, dated April 2011, for related information.

(j) Material Incorporated by Reference

(1) You must use DAHER-SOCATA TBM Aircraft Mandatory Service Bulletin SB 70-192-34, dated April 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 on December 6, 2011.

(2) For service information identified in this AD, contact SOCATA—Direction des Services, 65921 Tarbes Cedex 9, France; telephone: +33 (0)5 62 41 73 00; fax: +33 (0)5 62 41 7654; or in the United States contact SOCATA North America, Inc., North Perry Airport, 7501 South Airport Road,

Pembroke Pines, Florida 33023; telephone: (954) 893-1400; fax: (954) 964-4141; Internet:
<http://www.socatanorthamerica.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 an NARA facility, 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 October 24, 2011.

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