



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

BIWEEKLY 2009-13

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
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;			
Biweekly 2009-08			
2006-08-08 R1	R	Air Tractor, Inc.	AT-400, AT-401, AT-401B, AT-402, AT-402A, and AT-402B
2009-07-08		Piper	PA-46-350P and PA46R-350T
2009-07-09		DORNIER Luftfahrt GmbH	228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, Dornier 228-202, and Dornier 228-212
2009-07-13		MD Helicopters, Inc.	Rotorcraft: MD900
2009-07-14		Diamond Aircraft Industries GmbH	DA 40
2009-08-03	S 2007-19-52	Bell Helicopter Textron Canada Limited	Rotorcraft: 206A, 206B, 206L, 206L-1, 206L-3, 206L-4, 222, 222B, 222U, 230, 407, 427, and 430
2009-08-05		Liberty Aerospace Incorporated	XL-2
Biweekly 2009-09			
2009-07-52	FR	Bell Helicopter Textron Canada Limited	Rotorcraft: 206A series, 206B series, and 206L
2009-08-08		Turbomeca	Engine: Arriel 1B, 1D, and 1D1, Arriel 2B, and 2B1
2009-08-09		EADS SOCATA	TBM 700
2009-08-10	S 2009-04-14	Pilatus Aircraft Ltd	PC-12/47E
2009-08-11		Pilatus Aircraft Ltd	PC-12 and PC-12/45
2009-09-51	E	EUROCOPTER FRANCE	Rotorcraft: EC225LP
Biweekly 2009-10			
2009-07-53	FR	Sikorsky Aircraft Corporation	Rotorcraft: S-92A
2009-09-03		Turbomeca S.A.	Engine: Arriel 2B and 2B1
2009-09-04		EADS-PZL	PZL-104 WILGA 80
2009-09-09		Cessna	LC40-550FG, LC41-550FG, LC42-550FG
Biweekly 2009-11			
2009-10-04	S 2007-17-06	Diamond Aircraft	DA 40, DA 40F
2009-10-09		Cessna	See AD
2009-10-14		Hartzell	Propeller: See AD
2009-11-05	S 2008-10-12	Air Tractor, Inc.	AT-400, AT-400A, AT-402A, AT-402B, AT-502, AT-502A, AT-502B, AT-503A, AT-602, AT-802, AT-802A
Biweekly 2009-12			
2009-11-01	S 95-21-12	Eurocopter Deutschland GmbH	Rotorcraft: MBB-BK 117 A-1, A-3, A-4, B-1, B-2, and C-1
2009-11-06		M7 Aerospace LP	SA226-AT, SA226-T, SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, and SA227-DC (C-26B)
2009-11-10		Eurocopter Deutschland GmbH	EC135
2009-12-51	E	Turbomeca S.A.	Engine: Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1
Biweekly 2009-13			
2009-12-01		Bell Helicopter Textron, Inc	See AD
2009-12-07		Agusta S.p.A	Rotorcraft : A109E, A109S, A119, and AW119MKII
2009-12-12		ATR-GIE Avions de Transport Régional	ATR42-500, ATR72-212A
2009-12-14		Aeromot-Industria Mecanico Metalurgica Ltda	Glider: AMT-100, AMT-200, AMT-200S, AMT-300
2009-12-15		GROB-Werke	G120A
2009-12-16		Dornier Luftfahrt GmbH	228-100, 228-101, 228-200, 228-201, 228-202, 228-212
2009-13-01		Sikorsky	Rotorcraft: S-92A
2009-13-04		Dornier Luftfahrt GmbH	228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, Dornier 228-202, and Dornier 228-212
2009-13-05		Socata	TBM 700
2009-13-06		Piper	See AD



2009-12-01 Bell Helicopter Textron, Inc.: Amendment 39-15924. Docket No. FAA-2009-15924; Directorate Identifier 2008-SW-44-AD.

Applicability: Model 47, 47B, 47B3, 47D, 47D1, 47E, 47G, 47G-2, 47G-2A, 47G-2A-1, 47G-3, 47G-3B, 47G-3B-1, 47G-3B-2, 47G-3B-2A, 47G-4, 47G-4A, 47G-5, 47G-5A, 47H-1, 47J, 47J-2, 47J-2A, and 47K helicopters with a main rotor blade, installed, with a part number (P/N) and serial number (S/N), listed as follows, certificated in any category:

Main rotor blade, P/N	With a S/N of
047-110-250-021	A-303, A-304, A-312, or A-316
047-110-250-023	A-298, A-301, or A-305

Compliance: Required as indicated, unless done previously.

To prevent a main rotor blade spar crack as a result of an incorrectly installed main rotor blade box beam clip (clip), loss of a main rotor blade, and subsequent loss of control of the helicopter, do the following:

(a) Within 10 hours time-in-service (TIS), visually inspect the entire length of each upper and lower clip of each main rotor blade from the main rotor blade tip to the root by following Part II of the Accomplishment Instructions, paragraphs 1. through 8., of Bell Helicopter Textron, Inc. Alert Service Bulletin No. 47-08-25, dated May 26, 2008 (ASB) and referring to the depictions in Figures 1 and 2 of the ASB and Figure 1 of this AD for correct installation.

Note: Figure 3 of the ASB depicts a clip installed incorrectly.

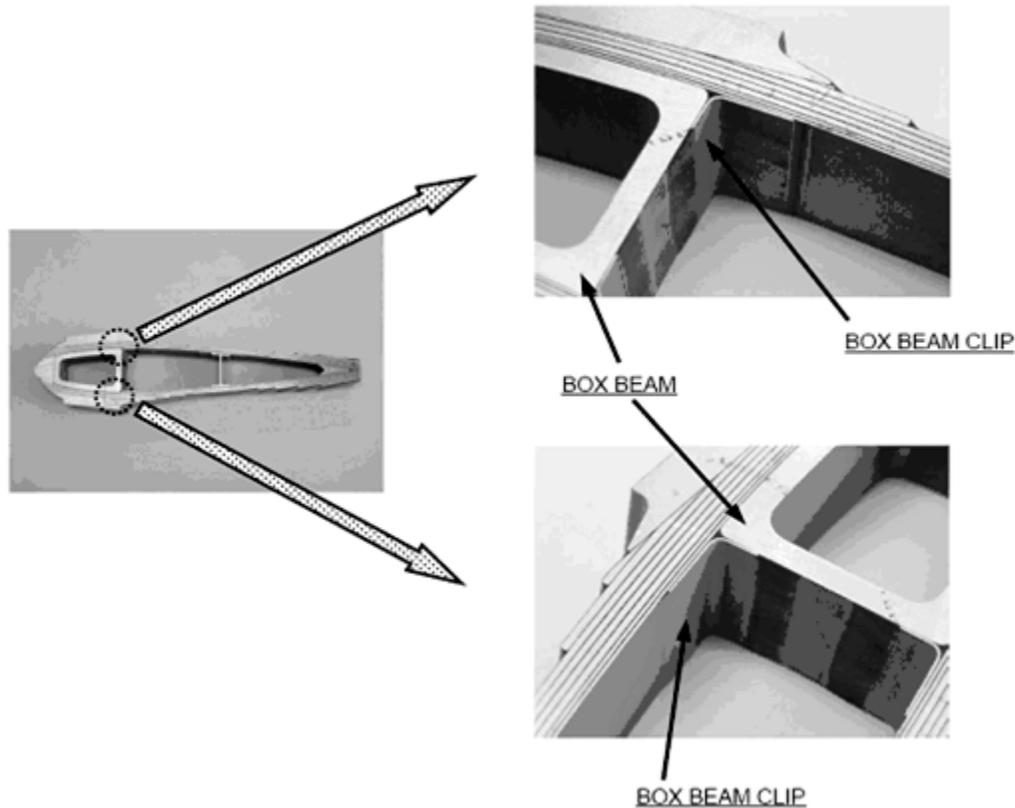


Figure 1 - Correct Installation of Clip for Box Beam

(b) Before further flight, if you find a main rotor blade with an incorrectly installed clip, replace that unairworthy main rotor blade with an airworthy main rotor blade that has a clip that is installed correctly.

(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, FAA, ATTN: Michael Kohner, Aviation Safety Engineer, Rotorcraft Directorate, Fort Worth, Texas 76193-0170, telephone (817) 222-5170, fax (817) 222-5783.

(d) Special flight permits may be issued under 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the requirements of this AD can be done provided the onetime ferry flight does not exceed 5 hours TIS.

(e) The visual inspection shall be done by following the specified portions of Bell Helicopter Textron, Inc., Alert Service Bulletin No. 47-08-25, dated May 26, 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 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.

(f) This amendment becomes effective on June 29, 2009.

Issued in Fort Worth, Texas, on May 19, 2009.

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



2009-12-07 Agusta S.p.A.: Amendment 39-15930; Docket No. FAA-2009-0226; Directorate Identifier 2007-SW-35-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective on July 17, 2009.

Other Affected ADs

- (b) None.

Applicability

(c) This AD applies to Model A109E, A109S, A119, and AW119MKII helicopters with cargo hook, part number (P/N) 528-010-01, and cargo hook lever, P/N 232-028-00, installed, certificated in any category.

Reason

(d) The mandatory continuing airworthiness information (MCAI) states that two cases of cracks in the lever, P/N 232-028-00, have been reported by the manufacturer of the cargo hook. The lever is a component of the cargo hook, P/N 528-010-01. This lever is a critical structural component of the cargo hook, and a crack could result in inadvertent loss of the cargo hook load.

Actions and Compliance

(e) Before each cargo hook operation, visually inspect the cargo hook lever, P/N 232-028-00, for any crack. Use a 10-power or higher magnifying glass and inspect in the area depicted in Figures 1 and 2 of the following Agusta Alert Bollettino Tecnico (ABT), all dated June 6, 2007:

- (1) ABT No. 109EP-78 for Model A109E helicopters;
- (2) ABT No. 109S-12 for Model A109S helicopters; or
- (3) ABT No. 119-21 for Model A119 helicopters.

(f) If a crack is found in the lever, do not use the cargo hook until the entire cargo hook is replaced with an airworthy cargo hook with an uncracked lever.

Differences Between This AD and the MCAI

- (g) This AD differs from the MCAI AD in that we:
 - (1) Exclude the August 31, 2007 compliance date because that date has passed;
 - (2) Exclude the Model A109LUH from the applicability and do not reference Agusta ABT No. 109L-006 because the Model A109LUH helicopter is not on the U.S. type certificate, H7EU;

- (3) Add the Model AW119MKII to the applicability;
- (4) Require the use of a 10-power or higher magnifying glass to accomplish the visual inspections; and
- (5) Exclude the kit installation P/N, relying instead on the cargo hook and lever P/N.

Other Information

(h) Alternative Methods of Compliance (AMOCs): The Manager, Safety Management Group, 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: John Strasburger, Aviation Safety Engineer, Regulations and Policy Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, TX 76137; telephone (817) 222-5167; fax (817) 222-5961.

Related Information

- (i) EASA Emergency AD No. 2007-0160-E, dated June 7, 2007, contains related information.

Air Transport Association of America (ATA) Tracking Code

- (j) Air Transport Association of America (ATA) Code 2550: Cargo Compartments.

Material Incorporated by Reference

(k) You must use the specified portions of the service information identified in Table 1 to do the actions required.

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

(2) For service information identified in this AD, contact 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.

(3) You may review copies 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/cfr/ibr-locations.html>.

Table 1 – Material Incorporated by Reference

Agusta Alert Bollettino Tecnico	Date	For Helicopter Model
No. 109EP-78	June 6, 2007	A109E
No. 109S-12	June 6, 2007	A109S
No. 119-21	June 6, 2007	A119

Issued in Fort Worth, Texas on May 21, 2009.

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



2009-12-12 ATR–GIE Avions de Transport Régional (Formerly Aerospatiale): Amendment 39-15935. Docket No. FAA-2009-0524; Directorate Identifier 2009-NM-030-AD.

Effective Date

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

Affected ADs

- (b) None.

Applicability

(c) This AD applies to the airplanes identified in paragraphs (c)(1) and (c)(2) of the AD, certificated in any category.

(1) ATR Model ATR42-500 airplanes, manufacturer serial numbers (MSNs) 667, 669, and 671.

(2) ATR Model ATR72-212A airplanes, MSNs 756 to 784 inclusive, except MSNs 770, 773, and 783.

Subject

- (d) Air Transport Association (ATA) of America Code 24: Electrical Power.

Reason

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

Identification of an unsafe condition related to the loss of the fail-safe design criteria for the rudder trim, pitch trim and stick pusher control functions after a reported event led in April 2008 to the release of AD 2008-0062 to mandate the ATR modification No. 05780.

It has appeared that some airplanes manufactured and delivered before April 1, 2008, may have received on the production-line a partial or incorrect implementation of the required ATR mod. No. 05780.

For the reasons stated above, the present AD requires an inspection of the identified airplanes to verify and, finalize when necessary, the complete and correct implementation of the ATR mod. No. 05780[.]

The unsafe condition is loss of the rudder trim, pitch trim, and stick pusher control, which could result in loss of control of the airplane. Correct implementation of ATR modification No. 05780 includes inspecting the protection sleeves for correct installation, and installing new protective sleeving on the wire bundles in the rear baggage zone if necessary; doing a detailed inspection for correct positioning of the clamps for the wire bundles, and re-installing them if necessary.

Actions and Compliance

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

(1) Within 550 flight hours after the effective date of this AD, do a detailed inspection to verify the installation of the correct protection sleeves and the correct routing and clamping of the wire bundles. Do the actions in accordance with the Accomplishment Instructions of Avions de Transport Regional Service Bulletin ATR42-92-0020 or ATR72-92-1021, both dated October 17, 2008; as applicable.

(2) If any discrepancy is found during the inspection required by paragraph (f)(1) of this AD, before further flight, do all applicable corrective actions in accordance with the Accomplishment Instructions of Avions de Transport Regional Service Bulletin ATR42-92-0020 or ATR72-92-1021, both dated October 17, 2008; as applicable.

FAA AD Differences

Note 1: 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, International Branch, ANM-116, Transport Airplane Directorate, 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: Tom Rodriguez, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, Washington 98057-3356; telephone (425) 227-1137; fax (425) 227-1139. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically reference this AD.

(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, 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 Mandatory Continuing Airworthiness Information (MCAI) European Aviation Safety Agency Airworthiness Directive 2008-0218, dated December 10, 2008; and Avions de Transport Regional Service Bulletins ATR42-92-0020 and ATR72-92-1021, both dated October 17, 2008; for related information.

Material Incorporated by Reference

(i) You must use Avions de Transport Regional Service Bulletin ATR42-92-0020, dated October 17, 2008; or Avions de Transport Regional Service Bulletin ATR72-92-1021, dated October 17, 2008; as applicable; 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 ATR-GIE Avions de Transport Régional, 1, Allée Pierre Nadot, 31712 Blagnac Cedex, France; telephone +33 (0) 5 62 21 62 21; fax +33 (0) 5 62 21 67 18; e-mail continued.airworthiness@atr.fr; Internet <http://www.aerochain.com>.

(3) You may review copies of the service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221 or 425-227-1152.

(4) You may also review copies of the service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Renton, Washington, on June 2, 2009.

Stephen P. Boyd,
Acting Manager, Transport Airplane Directorate,
Aircraft Certification Service.



2009-12-14 Aeromot-Industria Mecanico Metalurgica Ltda.: Amendment 39-15937; Docket No. FAA-2009-0323; Directorate Identifier 2009-CE-012-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective July 17, 2009.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to all serial numbers of the following gliders that are certificated in any category:
 - (1) Model AMT-100 gliders as modified to Model AMT-200 gliders; and
 - (2) Models AMT-200, AMT-200S, and AMT-300 gliders.

Subject

- (d) Air Transport Association of America (ATA) Code 73: Engine Fuel & Control.

Reason

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

It has been found that the coolant liquid EVANS NPG + is a flammable fluid. The engine liquid cooling system of the affected Aeromot aircrafts is not designed to operate with flammable liquids. Therefore, there is an unacceptable engine fire risk associated with the use of EVANS NPG + fluid.

Since this condition may occur in other aircraft of the same type and affects flight safety, an immediate corrective action is required. Thus, sufficient reason exists to request compliance with this AD in the indicated time limit without prior notice.

The MCAI requires replacement of the EVANS NPG + coolant liquid, application of new red lines on the engine cylinder head temperature gauge, replacement of the engine radiator cap, and insertion of information into the airplane flight manual (AFM).

Actions and Compliance

(f) Unless already done, do the following actions within the next 20 hours time-in-service after July 17, 2009 (the effective date of this AD) or within the next 30 days after July 17, 2009 (the effective date of this AD), whichever occurs first, following AEROMOT Alert Service Bulletin No. 200-71-106, Rev. B, dated December 20, 2006; ROTAX Aircraft Engines Mandatory Service Bulletin SB-912-043 R2/SB-914-029 R2, dated November 10, 2006; and ROTAX Aircraft Engines Service Instruction SI-912-016/SI-914-019, dated August 28, 2006:

(1) Replace the EVANS NPG + cooling liquid with a conventional, FAA-approved coolant for the ROTAX 912 and 914 series engines.

(2) Apply a new red line marking on the engine cylinder head temperature gauge at 120 degrees C/248 degrees F.

(3) Replace the radiator cap part number (P/N) 922075 from the affected engines with a new radiator cap P/N 922070.

(4) Insert into the AFM Limitations section an amendment to include the new operation limit of the cylinder head temperature to 120 degrees C/248 degrees F by inserting a copy of AEROMOT Alert Service Bulletin No. 200-71-106, Rev. B, dated December 20, 2006, into the AFM, Limitations section, Section 2 on item 2.4, power plant, fuel and oil limitations and item 2.5, power plant instrument markings.

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: Greg Davison, Glider Program Manager, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; 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 ANAC Brazilian Airworthiness Directive AD No. 2007-01-01, dated January 29, 2007; AEROMOT Alert Service Bulletin No. 200-71-106, Rev. B, dated December 20, 2006; ROTAX Aircraft Engines Mandatory Service Bulletin SB-912-043 R2/SB-914-029 R2, dated November 10, 2006; and ROTAX Aircraft Engines Service Instruction SI-912-016/SI-914-019, dated August 28, 2006, for related information.

Material Incorporated by Reference

(i) You must use AEROMOT Alert Service Bulletin No. 200-71-106, Rev. B, dated December 20, 2006; ROTAX Aircraft Engines Mandatory Service Bulletin SB-912-043 R2/SB-914-029 R2, dated November 10, 2006; and ROTAX Aircraft Engines Service Instruction SI-912-016/SI-914-019, dated August 28, 2006, 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 Aeromot-Industria Mecanico Metalurgica Ltda., Av. das Industrias, 1210-Bairro Anchieta, Caixa Postal 8031, 90 200-290-Porto Alegre-RS-Brazil; telephone: +55 51 3357 8550; fax: +55 51 3371 1655; Internet: <http://www.aeromot.com.br>.

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

(4) You may also review copies of the service information incorporated by reference for this AD at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Kansas City, Missouri, on June 4, 2009.

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



2009-12-15 GROB-Werke: Amendment 39-15938; Docket No. FAA-2009-0531; Directorate Identifier 2009-CE-030-AD.

Effective Date

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

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Model G120A airplanes, serial numbers 85001 through 85007 and 85026 through 85034, certificated in any category.

Subject

- (d) Air Transport Association of America (ATA) Code 24: Electric Power.

Reason

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

“The manufacturer has advised of receiving a report from a G 120A operator of an electrical fire caused by a chafed/scorched cable loom. It has been found that the RH main power distribution cable chafed on the instrument panel combing. It is likely that vibrations made the wiring to chafe. The chafing caused eventually electrical arcing and subsequently an in-flight fire that damaged partially the instrument panel cover.

“For the reasons stated above, this new AD mandates inspection of all cable looms in the front of the instrument panel cover, repair as necessary and installation of a protective cover on the edge of the instrument panel combing.”

Actions and Compliance

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

- (1) Before further flight after July 1, 2009 (the effective date of this AD), inspect the electrical cables for chafing and scorching marks in accordance with the accomplishment instructions of GROB Aircraft AG Service Bulletin No. MSB1121-108, dated March 18, 2009, or GROB Aircraft AG Service Bulletin No. MSB1121-108/1, dated April 27, 2009.

(2) If any chafe, burn, or scorch mark is found during the inspection required in paragraph (f)(1) of this AD, before further flight, replace the damaged cable(s) in accordance with the FAA Advisory Circular 43.13-1B Change 1, dated September 27, 2001, and install a protective cover on the attachment edge of the instrument panel combing in accordance with the accomplishment instructions of GROB Aircraft AG Service Bulletin No. MSB1121-108, dated March 18, 2009, or GROB Aircraft AG Service Bulletin No. MSB1121-108/1, dated April 27, 2009. You may get a copy of the FAA Advisory Circular on the Internet at http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/Frameset?OpenPage.

(3) If no chafe, burn, or scorch mark is found during the inspection required in paragraph (f)(1) of this AD, within the next 100 hours time-in-service (TIS) after July 1, 2009 (the effective date of this AD), install a protective cover on the attachment edge of the instrument panel combing in accordance with the accomplishment instructions of GROB Aircraft AG Service Bulletin No. MSB1121-108, dated March 18, 2009, or GROB Aircraft AG Service Bulletin No. MSB1121-108/1, dated April 27, 2009.

(4) Thereafter, at intervals not to exceed every 200 hours TIS, repeat the inspection of the electrical cables for chafing and scorching marks in accordance with the accomplishment instructions of GROB Aircraft AG Service Bulletin No. MSB1121-108/1, dated April 27, 2009.

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: Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4146; 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.: 2009-0107, dated May 8, 2009; GROB Aircraft AG Service Bulletin No. MSB1121-108, dated March 18, 2009; and

GROB Aircraft AG Service Bulletin No. MSB1121-108/1, dated April 27, 2009, for related information.

Material Incorporated by Reference

(i) You must use GROB Aircraft AG Service Bulletin No. MSB1121-108, dated March 18, 2009; and GROB Aircraft AG Service Bulletin No. MSB1121-108/1, dated April 27, 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 GROB Aircraft AG/ Customer Service, 86874 Tussenhausen-Mattsies, Germany; telephone: +49 (0) 8268-998-105; fax: + 49 (0) 8268-998-200; e-mail productsupport@grob-aircraft.com; Internet: <http://www.grob-aircraft.eu/service-and-support/g-120/documentation/service-bulletins.html>.

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

(4) You may also review copies of the service information incorporated by reference for this AD at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Kansas City, Missouri on June 4, 2009.

Kim Smith,
Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. E9-13576 Filed 6-10-09; 8:45 am]



2009-12-16 Dornier Luftfahrt GmbH: Amendment 39-15939; Docket No. FAA-2009-0284; Directorate Identifier 2009-CE-016-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective July 17, 2009.

Affected ADs

- (b) This AD supersedes AD 2008-08-15, Amendment 39-15467.

Applicability

- (c) This AD applies to Dornier 228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, Dornier 228-202, and Dornier 228-212 airplanes, all serial numbers, that:

- (1) Are certificated in any category; and
- (2) have had the rudder and/or elevator replaced or repaired at Fairchild Dornier or RUAG between the year 2000 and 2005. The concerned rudder and elevator part numbers and serial numbers are listed on page 7 of RUAG Aerospace Defence Technology Dornier 228 Service Bulletin No. SB-228-270 (includes undated attachments 1 and 2 to SB-228-270 Rev. 1), Rev. No. 1, dated November 28, 2008.

Subject

- (d) Air Transport Association of America (ATA) Code 51: Standard Practices/Structures.

Reason

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

The manufacturer reported findings of missing primer on the internal of the elevator and rudder of aircraft S/N 8200. The aircraft S/N 8200 was with RUAG for maintenance purposes. Investigation performed by RUAG showed that the paint removal procedure for the rudder and elevator was changed from a paint stripping with brush and scraper to a procedure where the parts were submerged in a tank filled with hot liquid stripper. The stripper is called TURCO 5669 from Henkel Surface Technologies. The stripping process is described in the Technical Process Bulletin No. 238799 dated 09/01/1999. This paint stripping process change was not communicated to and not approved by the TC-Holder.

Corrosion damage can occur through insufficient surface protection. Consequently, the MCAI requires a detailed visual inspection of the inner structure of the rudder and elevator for signs of

corrosion, de-bonded primer (yellow-green), and any deviation of surface protection. If the inspection results show corrosion beyond the acceptable level or areas with de-bonded primer, the inspection results have to be reported to RUAG Aerospace Services GmbH for further decisions. If necessary, repair the affected parts in accordance with the applicable repair instruction obtained from RUAG Aerospace Services GmbH.

Actions and Compliance

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

(1) Within 2 months after July 17, 2009 (the effective date of this AD), do a detailed visual inspection on the inner structure of the rudder and elevator for signs of corrosion, de-bonded primer (yellow-green), and any other deviation of surface protection following RUAG Aerospace Defence Technology Dornier 228 Service Bulletin No. SB-228-270 (includes undated attachments 1 and 2 to SB-228-270 Rev. 1), Rev. No. 1, dated November 28, 2008.

(2) If you find corrosion or areas with de-bonded primer as a result of the inspection required by paragraph (f)(1) of this AD, before further flight, do the following:

(i) Report the inspection results to RUAG Aerospace Services GmbH, Dornier 228 Customer Support, P.O. Box 1253, 82231 Wessling, Federal Republic of Germany, telephone: +49 (0) 8153-30-2280; fax: +49 (0) 8153-30-3030 and request FAA-approved repair instructions following RUAG Aerospace Defence Technology Dornier 228 Service Bulletin No. SB-228-270 (includes undated attachments 1 and 2 to SB-228-270 Rev. 1), Rev. No. 1, dated November 28, 2008.

(ii) Repair corrosion following FAA-approved repair instructions obtained from RUAG Aerospace Services GmbH.

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: Greg Davison, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; 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 German AD D-2007-350R1, dated January 30, 2009; and RUAG Aerospace Defence Technology Dornier 228 Service Bulletin No. SB-228-270 (includes undated attachments 1 and 2 to SB-228-270 Rev. 1), Rev. No. 1, dated November 28, 2008, for related information.

Material Incorporated by Reference

(i) You must use RUAG Aerospace Defence Technology Dornier 228 Service Bulletin No. SB-228-270 (includes undated attachments 1 and 2 to SB-228-270 Rev. 1), Rev. No. 1, dated November 28, 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 RUAG Aerospace Services GmbH, Dornier 228 Customer Support, P.O. Box 1253, 82231 Wessling, Federal Republic of Germany, telephone: +49 (0) 8153-30-2280; fax: +49 (0) 8153-30-3030; E-mail: custsupport.dornier228@ruag.com; Internet: <http://www.ruag.com/>.

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

(4) You may also review copies of the service information incorporated by reference for this AD at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Kansas City, Missouri, on June 4, 2009.

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



2009-13-01 Sikorsky Aircraft Corporation: Amendment 39-15940. Docket No. FAA-2009-0518; Directorate Identifier 2009-SW-22-AD. Supersedes AD 2009-07-53, Amendment 39-15886, Docket No. FAA-2009-0351, Directorate Identifier 2009-SW-08-AD.

Applicability: Model S-92A helicopters, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of a main gearbox (MGB) filter bowl assembly mounting titanium stud (titanium stud), which could result in rapid loss of oil, failure of the MGB, and subsequent loss of control of the helicopter; and to clarify and emphasize certain Normal and Emergency procedures to give the crew the best available information in the event of certain MGB malfunctions, accomplish the following:

(a) Before further flight, for all Model S-92A helicopters with a MGB housing assembly, part number (P/N) 92351-15110-042, -043, or -044, that is not marked with "TS-062-01" near the P/N:

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

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

(2) Visually inspect the tapped holes and the MGB housing locking counterbore for damage. If you find damage in the tapped holes or in the MGB housing locking counterbore, contact the Boston Aircraft Certification Office for an approved repair.

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

(b) Within 10 hours time-in-service, for all helicopters regardless of MGB housing assembly P/N:

(1) Revise the Normal and Emergency procedures sections of the Rotorcraft Flight Manual (RFM) by making the following changes, approved May 13, 2009:

RFM	Remove	Remove	Insert
SA S92A-RFM-000 Part I	Temporary Revision (T-Rev)No. 1., Revised Main Gearbox Emergency Procedure	Page 2-12, and Sub-Section 7 "Gear Box Malfunctions" from Section III	Page 2-12, and Sub-Section 7 "Gear Box Malfunctions" from Section III of SA S92A-RFM-000, Revision No. 4.
SA S92A-RFM-002 Part I	T-Rev No. 5, Revised Main Gearbox Emergency Procedure	Page 2-13, and Sub-Section 7 Gear Box Malfunctions from Section III	Page 2-13, and Sub-Section 7 "Gear Box Malfunctions" from Section III of SA S92A-RFM-002, Revision No. 10.

SA S92A-RFM-003 Part I	T-Rev No. 4, Revised Main Gearbox Emergency Procedure	Page 2-13, and Sub-Section 7 “Gear Box Malfunctions” from Section III	Page 2-13, and Sub-Section 7 “Gear Box Malfunctions” from Section III of SA S92A-RFM-003, Revision No. 10.
SA S92A-RFM-004 Part I	T-Rev No. 4, Revised Main Gearbox Emergency Procedure	Page 2-12, and Sub-Section 7 “Gear Box Malfunctions” from Section III	Page 2-12, and Sub-Section 7 “Gear Box Malfunctions” from Section III of SA S92A-RFM-004, Revision No. 8.
SA S92A-RFM-005 Part I	T-Rev No. 3, Revised Main Gearbox Emergency Procedure	Page 2-13, and Sub-Section 7 “Gear Box Malfunctions” from Section III	Page 2-13, and Sub-Section 7 “Gear Box Malfunctions” from Section III of SA S92A-RFM-005, Revision No. 7.
SA S92A-RFM-006 Part I	T-Rev No. 2, Revised Main Gearbox Emergency Procedure	Page 2-13, and Sub-Section 7 “Gear Box Malfunctions” from Section III	Page 2-13, and Sub-Section 7 “Gear Box Malfunctions” from Section III of SA S92A-RFM-006, Revision No. 8.
S92A-RFMS No. 3	N/A	Sub-Section 7 “Gearbox Malfunctions” from Section III	Sub-Section 7 “Gear Box Malfunctions” from Section III of S92A-RFM Supplement No. 3, Revision No. 2.

All paragraphs of subsection 7 “Gearbox Malfunctions” starting with paragraph 7.0 are affected.

Note 2: Inserting the following revisions, approved on May 13, 2009, and their associated Errata Sheets, dated June 4, 2009, into the RFM, as applicable, satisfies the requirements of this AD:

- (i) SA S92A-RFM-000 Revision No. 4,
- (ii) SA S92A-RFM-002 Revision No. 10,
- (iii) SA S92A-RFM-003 Revision No. 10,
- (iv) SA S92A-RFM-004 Revision No. 8,
- (v) SA S92A-RFM-005 Revision No. 7,
- (vi) SA S92A-RFM-006 Revision No. 8, and
- (vii) S92A-RFM Supplement No. 3, Revision No. 2.

(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: John M. Coffey, FAA, 12 New England Executive Park, Burlington, MA 01803, telephone (781) 238-7173, fax (781) 238-7170, for information about previously approved alternative methods of compliance.

(d) Special flight permits will not be issued.

(e) Remove and replace the titanium studs by following the specified portions of Sikorsky Alert Service Bulletin No. 92-63-014, Revision A, dated March 20, 2009. The Director of the Federal Register previously approved the incorporation by reference of this information on April 27, 2009 under 5 U.S.C. 552(a) and 1 CFR part 51 (74 FR 18977, April 27, 2009). Copies may be obtained from Sikorsky Aircraft Corporation, Attn: Manager, Commercial Technical Support, mailstop s581a, 6900 Main Street, Stratford, CT, telephone (203) 383-4866, e-mail address tsslibrary@sikorsky.com or at <http://www.sikorsky.com>. Copies may be inspected at the FAA, Office of the Regional Counsel,

Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas, or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

(f) This amendment becomes effective on July 1, 2009.

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

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



2009-13-04 Dornier Luftfahrt GmbH: Amendment 39-15943; Docket No. FAA-2009-0261; Directorate Identifier 2009-CE-017-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective July 24, 2009.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Models Dornier 228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, Dornier 228-202, and Dornier 228-212 airplanes, all serial numbers, certificated in any category.

Subject

- (d) Air Transport Association of America (ATA) Code 76: Engine Controls.

Reason

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

Excessive wear on a guide pin of a power lever has been detected during inspections. The total loss of the pin could cause loss of the flight idle stop and lead to inadvertent activation of the beta mode in flight. The inadvertent activation of beta mode in flight can result in loss of control of the airplane.

For the reasons described above, this new EASA Airworthiness Directive (AD) introduces a repetitive detailed inspection of the guide pins of the power and condition levers and requires the replacement of the pins that exceed the allowable wear-limits.

Actions and Compliance

(f) Do the following actions per the instructions in RUAG Aerospace Defence Technology Dornier 228 Alert Service Bulletin ASB-228-279, dated December 19, 2008:

(1) Initial Inspection: Unless already done within the last 1,200 hours time-in-service (TIS) as of July 24, 2009 (the effective date of this AD), inspect upon accumulating 9,600 hours on the guide pins of the power and condition levers or within the next 100 hours TIS after July 24, 2009 (the effective date of this AD), whichever occurs later.

(2) Repetitive Inspections: Inspect within 1,200 hours since the last inspection required by paragraph (f)(1) of this AD and thereafter at intervals not to exceed 1,200 hours TIS.

(3) Replacement: Replace the guide pins as follows:

(i) Before further flight, after any inspection required in paragraphs (f)(1) or (f)(2) of this AD, where any guide pin exceeds the acceptable wear-limits as defined in the service bulletin; and

(ii) Prior to any required inspection, you may install new power and condition levers guide pins instead of doing the inspections required in this AD. You must then inspect or install new pins upon accumulating 9,600 hours TIS and follow the repetitive inspection intervals of this AD if replacement is not made.

Note 1: If the hours TIS of the throttle box assembly is unknown, you may use the hours TIS of the airplane to determine the compliance time for the inspection.

FAA AD Differences

Note 2: 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: Greg Davison, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; 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 EASA AD No.: 2009-0031, dated February 18, 2009; and RUAG Aerospace Defence Technology Dornier 228 Alert Service Bulletin ASB-228-279, dated December 19, 2008, for related information.

Material Incorporated by Reference

(i) You must use RUAG Aerospace Defence Technology Dornier 228 Alert Service Bulletin ASB-228-279, dated December 19, 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 RUAG Aerospace Services GmbH, Dornier 228 Customer Support, P.O. Box 1253, 82231 Wessling, Federal Republic of Germany, telephone: +49 (0) 8153-30-2280; fax: +49 (0) 8153-30-3030; E-mail: custsupport.dorner228@ruag.com; Internet: <http://www.ruag.com/>.

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

(4) You may also review copies of the service information incorporated by reference for this AD at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Kansas City, Missouri, on June 10, 2009.

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



2009-13-05 Socata: Amendment 39-15944; Docket No. FAA-2009-0557; Directorate Identifier 2009-CE-031-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective July 9, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the following model and serial number airplanes that are:
(i) certificated in any category; and
(ii) equipped with a chemical oxygen generation system.

Model	Serial Nos.
TBM 700	1 through 204, 206 through 239, and 241 through 244.

Subject

(d) Air Transport Association of America (ATA) Code 35: Oxygen.

Reason

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

During a SOCATA flight test, it has been noted some difficulties for the pilot to release oxygen.

After investigation it has been found that, due to the design of the oxygen generator release pin, one of the mask's lanyards linked to the pin can be jammed when it is pulled by a pilot or a passenger.

This condition, if not corrected, would lead, in case of an emergency procedure due to decompression to a risk of generator fault with subsequent lack of oxygen on crew and/or passenger.

For the reason described above, SOCATA has released Pilot Operating Handbook (POH) Temporary Revision (TR) 03 which asks, in case of failure to release oxygen, to pull on the other mask lanyard in order to activate the oxygen generator.

A SOCATA modification enabling to solve this issue is under preparation. Once this modification is released, this AD is expected to be revised to confirm the acceptability of that modification.

Actions and Compliance

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

(1) Before further flight after July 9, 2009 (the effective date of this AD), insert Page 3.13.5 of Temporary Revision No. 3, dated March 2009, into the Emergency Procedures section and the Limitations sections of SOCATA TBM 700 A & B Pilot Operating Handbook (POH).

(2) Under 14 CFR 43.7 of the Federal Aviation Administration Regulations (14 CFR 43.7), the owner/operator holding at least a private pilot certificate is allowed to insert the temporary revision into the POH. Make an entry into the aircraft logbook showing compliance with this portion of the AD per compliance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: None.

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) Emergency AD No. 2009-0096-E, dated April 21, 2009, and SOCATA TBM 700 A & B Pilot Operating Handbook (POH), Temporary Revision No. 3, dated March 2009, for related information.

Material Incorporated by Reference

(i) You must use page 3.13.5 of Temporary Revision No. 3, dated March 2009, of SOCATA TBM 700 A & B Pilot Operating Handbook (POH), 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, 65921-TARBES Cedex 9, France; telephone: +33 6 07 32 62 24; or SOCATA, North Perry Airport, 7501 South Airport Rd., Pembrokes 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.

Issued in Kansas City, Missouri on June 10, 2009.

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



2009-13-06 Piper Aircraft, Inc.: Amendment 39-15944; Docket No. FAA-2009-0218; Directorate Identifier 2009-CE-006-AD.

Effective Date

- (a) This AD becomes effective on July 24, 2009.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Models PA-23, PA-23-160, PA-23-235, PA-23-250, PA-23-250 (Navy UO-1), PA-E23-250, PA-31, PA-31-300, PA-31-325, PA-31-350, PA-31P, PA-31P-350, PA-31T, PA-31T1, PA-31T2, PA-31T3, PA-42, PA-42-720, and PA-42-1000 airplanes, all serial numbers, that are:

- (1) Certificated in any category; and
- (2) Equipped with a baggage door in the fuselage nose section (a nose baggage door).

Unsafe Condition

(d) This AD results from several incidents and accidents, including some fatal accidents, where the nose baggage door opening in flight was listed as a causal factor. We are issuing this AD to detect and correct damaged, worn, corroded, or non-conforming nose baggage door components, which could result in the nose baggage door opening in flight. The door opening in flight could significantly affect the handling and performance of the aircraft. It could also allow baggage to be ejected from the nose baggage compartment and strike the propeller. This failure could lead to loss of control.

Compliance

(e) To address this problem, you must do the following, unless already done:

Actions	Compliance	Procedures
<p>(1) For all aircraft:</p> <p>(i) inspect the nose baggage door assembly for damaged, worn, corroded, or non-conforming components;</p> <p>(ii) replace life-limited components specified in the service information; and</p> <p>(iii) install or inspect, as applicable, the nose baggage placard following the service information.</p>	<p>(A) <u>Initially</u>: within 1,000 hours time-in-service (TIS) since all life-limited components were installed new following Piper Aircraft, Inc. Service Bulletin No. 1194A, dated November 10, 2008, or within the next 100 hours TIS after July 24, 2009 (the effective date of this AD), whichever occurs later; and</p> <p>(B) <u>Repetitively thereafter</u>: at intervals not to exceed 1,000 hours TIS.</p>	<p>Follow INSTRUCTIONS: PART I of Piper Aircraft, Inc. Service Bulletin No. 1194A, dated November 10, 2008. As an alternative to using part number 100700-079 placard, you may fabricate a placard (using at least 1/8-inch letters) with the words in figure 1 of this AD and install the placard directly above the nose baggage door handle.</p>
<p>(2) For all aircraft:</p> <p>(i) lubricate and inspect all nose baggage door latching and locking components for damaged, worn, corroded, or non-conforming components; and</p> <p>(ii) verify the key can only be removed from the lock assembly in the locked position in accordance with the service instructions.</p>	<p>(A) <u>Initially</u>: within 100 hours TIS after July 24, 2009 (the effective date of this AD); and</p> <p>(B) <u>Repetitively thereafter</u>: at intervals not to exceed 100 hours TIS.</p>	<p>Follow INSTRUCTIONS: PART II of Piper Aircraft, Inc. Service Bulletin No. 1194A, dated November 10, 2008.</p>
<p>(3) For all aircraft with damaged, worn, corroded, or non-conforming components: repair/replace any damaged, worn, corroded, or non-conforming components.</p>	<p>Before further flight after any inspection required in paragraphs (e)(1) and (e)(2) of this AD where any evidence of damaged, worn, or corroded components was found.</p>	<p>Follow Piper Aircraft, Inc. Service Bulletin No. 1194A, dated November 10, 2008.</p>

CLOSE AND LOCK NOSE BAGGAGE DOOR BEFORE FLIGHT

1. CLOSE DOOR FULLY AGAINST DOOR FRAME
2. PRESS DOOR HANDLE FLUSH WITH SKIN, AND ROTATE KEY INTO LOCKED POSITION
3. REMOVE KEY
4. PUSH ON FORWARD END OF DOOR HANDLE, TO CONFIRM THAT HANDLE IS LOCKED AND SECURE

Figure 1. – Nose Baggage Door Placard.

Alternative Methods of Compliance (AMOCs)

(f) The Manager, Atlanta Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Gregory K. Noles, Aerospace Engineer, One Crown Center, 1895 Phoenix Blvd., Suite 450, Atlanta, Georgia 30349; telephone: (770) 703-6085; fax: (770) 703-6097. 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.

Material Incorporated by Reference

(g) You must use Piper Aircraft, Inc. Service Bulletin No. 1194A, dated November 10, 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 Piper Aircraft, Inc., 2926 Piper Drive, Vero Beach, Florida 32960; telephone: (772) 567-4361; fax: (772) 978-6573; Internet: <http://www.newpiper.com/company/publications.asp>.

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

(4) You may also review copies of the service information incorporated by reference for this AD at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to:

http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Kansas City, Missouri, on June 12, 2009.

Scott A. Horn,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.