



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

BIWEEKLY 2009-24

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

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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

| AD No. | Information | Manufacturer | Applicability |
|--------|-------------|--------------|---------------|
|--------|-------------|--------------|---------------|

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;

Biweekly 2009-01

| | | | |
|------------|--------------|--------------------------|------------------------------|
| 2008-17-51 | | MD Helicopters, Inc | Rotorcraft: MD900 |
| 2008-26-01 | S 2008-11-17 | Air Tractor, Inc | See AD |
| 2008-26-02 | S 2006-06-51 | General Electric Company | Engine: CT7-8A |
| 2008-26-05 | | Bombardier-Rotax GmbH | Engine: 914 F |
| 2008-26-10 | | Cessna | See AD |
| 2008-26-11 | | Piper | See AD |
| 2008-26-12 | | Aircraft Industries a.s | Sailplane: L 23 Super Blanik |

Biweekly 2009-02

No Small Aircraft ADs were issued during Biweekly 2009-02.

Biweekly 2009-03

| | | | |
|------------|--|---|---------------------------|
| 2009-01-11 | | Turbomeca | Engine: Arriel 2B and 2B1 |
| 2009-02-02 | | Polskie Zaklady Lotnicze Spolka zo.o | PZL M26 01 |
| 2009-02-03 | | Lycoming Engines, SeeAD | Engine: See AD |

Biweekly 2009-04

No Small Aircraft ADs were issued during Biweekly 2009-04.

Biweekly 2009-05

| | | | |
|------------|--------------|--|--|
| 2008-02-08 | S 2006-21-11 | Turbomeca | Engine: Turmo IV A and IV C |
| 2009-03-04 | | Turbomec | Engine: Arriel 1E2, 1S, and 1S1 |
| 2009-03-05 | | Pratt Whitney Canada | Engine: PW206A, PW206B, PW206B2, PW206C, PW206E, PW207C, PW207D, and PW207E |
| 2009-04-01 | | Wytownia Sprzetu Komunikacyjnego | Engine: PZL-10W |
| 2009-04-04 | | Cessna | 401, 401A, 401B, 402, 402A, 402B |
| 2009-04-05 | | Cessna | 182Q and 182R |
| 2009-04-08 | | BURKHART GROB LUFT- UND RAUMFAHRT GmbH & CO KG | Glider: G103 TWIN II, G103A TWIN II ACRO, G103C TWIN III ACRO, G 103 C TWIN III |
| 2009-04-09 | S 2008-11-10 | Viking Air Limite | DHC-6-1, DHC-6-100, DHC-6-200, and DHC-6-300 |
| 2009-04-14 | | PILATUS AIRCRAFT LTD | PC-12/47E |
| 2009-05-01 | S 2007-04-12 | Gippsland Aeronautics Pty. Ltd | GA8 |
| 2009-05-05 | | Avidyne Corporation | Primary Flight Displays |
| 2009-05-06 | | Embraer | EMB-500 |

Biweekly 2009-06

| | | | |
|------------|--------------|----------------------|--------------------------------------|
| 2009-05-07 | S 2008-06-17 | Pilatus Aircraft Ltd | PC-12, PC-12/45, PC-12/47, PC-12/47E |
| 2009-05-12 | | Cessna | 208 and 208B |

Biweekly 2009-07

| | | | |
|------------|-----------------|--------------------------------|--|
| 2009-05-08 | | Trimble or Freeflight Systems | Appliance: Global positioning system (GPS) |
| 2009-05-09 | | Bell Helicopter Textron, Inc. | Rotorcraft: 412, 412EP, 412CF |
| 2009-06-01 | | Eurocopter France | Rotorcraft: EC 155B and EC155B1 |
| 2009-06-07 | | Agusta S.p.A.: | Rotorcraft: AB139 and AW139 |
| 2008-07-51 | E | Bell Helicopter Textron Canada | Rotorcraft: 206A, 206B, and 206L and 407 and 427 |
| 2009-07-52 | E, S 2009-07-52 | Bell Helicopter Textron Canada | Rotorcraft: 206A, 206B, and 206L and 407 and 427 |
| 2009-07-53 | E | Sikorsky Aircraft | Rotorcraft: S-92A |

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| AD No. | Information | Manufacturer | Applicability |
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| Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information; | | | |
| Biweekly 2009-08 | | | |
| 2006-08-08 R1 | R | Air Tractor, Inc. | AT-400, AT-401, AT-401B, AT-402, AT-402A, and AT-402B |
| 2009-07-08 | | Piper | PA-46-350P and PA46R-350T |
| 2009-07-09 | | DORNIER Luftfahrt GmbH | 228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, Dornier 228-202, and Dornier 228-212 |
| 2009-07-13 | | MD Helicopters, Inc. | Rotorcraft: MD900 |
| 2009-07-14 | | Diamond Aircraft Industries GmbH | DA 40 |
| 2009-08-03 | S 2007-19-52 | Bell Helicopter Textron Canada Limited | Rotorcraft: 206A, 206B, 206L, 206L-1, 206L-3, 206L-4, 222, 222B, 222U, 230, 407, 427, and 430 |
| 2009-08-05 | | Liberty Aerospace Incorporated | XL-2 |
| Biweekly 2009-09 | | | |
| 2009-07-52 | FR | Bell Helicopter Textron Canada Limited | Rotorcraft: 206A series, 206B series, and 206L |
| 2009-08-08 | | Turbomeca | Engine: Arriel 1B, 1D, and 1D1, Arriel 2B, and 2B1 |
| 2009-08-09 | | EADS SOCATA | TBM 700 |
| 2009-08-10 | S 2009-04-14 | Pilatus Aircraft Ltd | PC-12/47E |
| 2009-08-11 | | Pilatus Aircraft Ltd | PC-12 and PC-12/45 |
| 2009-09-51 | E | EUROCOPTER FRANCE | Rotorcraft: EC225LP |
| Biweekly 2009-10 | | | |
| 2009-07-53 | FR | Sikorsky Aircraft Corporation | Rotorcraft: S-92A |
| 2009-09-03 | | Turbomeca S.A. | Engine: Arriel 2B and 2B1 |
| 2009-09-04 | | EADS-PZL | PZL-104 WILGA 80 |
| 2009-09-09 | | Cessna | LC40-550FG, LC41-550FG, LC42-550FG |
| 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 |

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| Biweekly 2009-14 | | | |
| 2009-12-51 | FR | Turbomeca S.A | Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1 |
| 2009-13-10 | | British Aerospace Regional Aircraft | HP.137 Jetstream Mk.1, Jetstream Series 200 and 3101, and Jetstream Model 3201 |
| 2009-14-01 | | Turbomeca S.A | Arrius 2F |
| Biweekly 2009-15 | | | |
| 2009-14-10 | S 2009-09-04 | EADS-PZL Warszawa-Okecie S.A. | PZL-104 WILGA 80 |
| 2009-14-11 | | Turbomeca S.A. | Engine: ARRIUS 2F |
| 2009-14-13 | S 2003-14-07 | Pilatus Aircraft Ltd | PC-12, PC-12/45, PC-12/47, PC-12/47 |
| 2009-15-01 | | Hawker Beechcraft Corporation | G36 |
| 2009-15-05 | | Cessna Aircraft Company | 208, 208B |
| Biweekly 2009-16 | | | |
| 2009-03-05 | COR | Pratt & Whitney Canada | Engine: PW206A, PW206B, PW206B2, PW206C, PW206E, PW207C, PW207D, and PW207E |
| 2009-15-13 | | Honeywell International Inc. | Engine: T5313B, T5317A, T5317A-1, T5317B, and T5317BCV |
| Biweekly 2009-17 | | | |
| 2007-03-17 | R1 | Socata | TBM 700 |
| 2009-15-14 | | Agusta S.p.A | Rotorcraft: AB139, AW139 |
| 2009-15-15 | | Bell Helicopter Textron Canad | Rotorcraft: 427 |
| 2009-16-02 | | Pilatus Aircraft Limited | PC-7 |
| 2009-16-03 | | Superior Air Parts, Inc. (SAP) | See AD |
| Biweekly 2009-18 | | | |
| 2009-17-05 | | Honeywell International Inc. | Engine: TPE331-10 and TPE331-11 |
| 2009-18-03 | S 2007-19-14 | Pilatus Aircraft Ltd. | 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 |
| 2009-18-04 | | Air Tractor, Inc. | AT-802, AT-802A |
| Biweekly 2009-19 | | | |
| 2009-18-17 | | Agusta S.p.A. | Rotorcraft: AB412 and AB412 EP |
| Biweekly 2009-20 | | | |
| 2009-19-03 | S 2009-13-10 | British Aerospace Regional Aircraft | HP.137 Jetstream Mk.1, Jetstream Series 200 and 3101, and Jetstream Model 3201 |
| 2009-19-07 | | Teledyne Continental Motors | Engine: O-470, IO-470, TSIO-470, IO-520, TSIO-520, IO-550, and IOF-550 |
| 2009-19-51 | E | Agusta S.p.A. | Rotorcraft: AB 139 and AW 139 |
| Biweekly 2009-21 | | | |
| 2009-19-07 | COR | Teledyne Continental Motors | Engine: See AD |
| 2009-20-04 | | Glaser-Dirks Flugzeugbau Gmbh | Glider: DC-100 |
| 2009-20-07 | | Dornier Luftfahrt GmbH | 228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, and Dornier 228-202 |
| 2009-20-13 | | Glaser-Dirks Flugzeugbau Gmbh | Glider: DC-100 |

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Biweekly 2009-22

| | | | |
|------------|--|----------------|-------------------|
| 2009-21-11 | | Turbomeca S.A. | Engine: ARRIUS 1A |
|------------|--|----------------|-------------------|

Biweekly 2009-23

| | | | |
|------------|----|---------------------------------|---|
| 2007-26-08 | R1 | Reims Aviation S.A. | F406 |
| 2009-10-09 | R1 | Cessna Aircraft Company | See AD |
| 2009-22-02 | | American Champion Aircraft Corp | 7ECA, 7GCAA, 7GCBC, 7KCAB, 8KCAB, and 8GCBC |
| 2009-22-03 | | Hartzell Propeller Inc | Propeller: ()HC-()2Y(K,R)-() |
| 2009-22-04 | | Eurocopter France | Rotorcraft: EC 155B and EC155B1 |
| 2009-22-11 | | Bell Helicopter Textron Canada | Rotorcraft : 407, 427 |
| 2009-23-01 | | Hawker Beechcraft Corporation | 1900, 1900C, 1900D |
| 2009-23-51 | E | Skiersky Aircraft Corp | Rotorcraft: S-92A |

Biweekly 2009-24

| | | | |
|------------|-----------------|-------------------------------|---|
| 2009-21-08 | | PIAGGIO AERO INDUSTRIES S.p.A | P-180 |
| 2009-23-08 | | EMBRAER | ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU airplanes; and ERJ 190-100 STD, -100 LR, -100 IGW, -200 LR, -200 STD, and -200 IGW |
| 2009-24-51 | E | Teledyne Continental Motors | Engine: (TCM) 240, 360, 470, and 520 |
| 2009-24-52 | E, S 2009-24-51 | Teledyne Continental Motors | Engine: (TCM) 240, 360, 470, 520, and 550 |



2009-21-08 PIAGGIO AERO INDUSTRIES S.p.A.: Amendment 39-16047; Docket No. FAA-2009-0699; Directorate Identifier 2009-CE-042-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective December 14, 2009.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Model P-180 airplanes, all serial numbers (S/N), certificated in any category.

Subject

- (d) Air Transport Association of America (ATA) Code 32: Landing Gear.

Reason

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

Some cases of uncommanded steering action were observed, while the steering system was switched off. A leakage in the Steering Select/Bypass Valve, installed in the Steering Manifold, when closed, is suspected to have caused the uncommanded steering.

If left uncorrected, this condition could lead to a potentially dangerous veer along the runway; in fact, according to the Aircraft Flight Manual limitations, the steering system must be in "off" position during landing and takeoff (in this case when airspeed is higher than 60 knots). For the reasons stated above, this new AD mandates repetitive inspections for leakage of the Nose Landing Gear steering manifold.

The MCAI requires, if any inspection finds leakage of the steering manifold, the replacement of the steering manifold.

Actions and Compliance

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

(1) Within the next 6 months after December 14, 2009 (the effective date of this AD) or within the next 100 hours time-in-service (TIS) after December 14, 2009 (the effective date of this AD), whichever occurs first, and repetitively thereafter at intervals not to exceed every 165 hours TIS, do a functional test of the nose landing gear (NLG) steering manifold. Follow the accomplishment instructions of PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (Mandatory) N. 80-0249 (includes CONFIRMATION SLIP), Rev. 1, dated May 27, 2009.

(2) Upon installation of a NLG steering manifold on any airplane, do a functional test of the NLG steering manifold. Repetitively thereafter at intervals not to exceed every 165 hours TIS, do a functional test of the NLG steering manifold. Follow the accomplishment instructions of PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (Mandatory) N. 80-0249 (includes CONFIRMATION SLIP), Rev. 1, dated May 27, 2009.

(3) If during any inspection required in paragraphs (f)(1) and (f)(2) of this AD movement of a NLG steering manifold is found, using the compliance times in the accomplishment instructions of PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (Mandatory) N. 80-0249 (includes CONFIRMATION SLIP), Rev. 1, dated May 27, 2009, replace the NLG steering manifold following (for S/N 1004 through 1104) pages 1 through 8 dated March 1, 2006; 201, 202, 204, and 206 through 216, dated June 16, 2008; 203 and 205, dated March 1, 2006; and 501 through 506, dated March 1, 2006, of PIAGGIO AERO PIAGGIO P.180 AVANTI Maintenance Manual, Report No. 9066, 32-50-00, Revision No. D2, revised June 16, 2008; or (for S/N 1105 and greater) pages 1 through 8, dated June 30, 2005; 201, 202, and 207 through 209, dated December 19, 2008; 203 and 205, dated June 30, 2005; 204, 206, and 210 through 216, dated September 14, 2007; and 501 through 506, dated June 30, 2005, of PIAGGIO AERO PIAGGIO P.180 AVANTI II Maintenance Manual, Report No. 180-MAN-0200-01105, 32-50-00, Revision No. A3, revised December 19, 2008.

FAA AD Differences

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

Other FAA AD Provisions

(g) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Sarjapur Nagarajan, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4145; 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 2009-0129, dated June 19, 2009; PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (Mandatory) N. 80-0249 (includes CONFIRMATION SLIP), Rev. 1, dated May 27, 2009; PIAGGIO AERO PIAGGIO P.180 AVANTI Maintenance Manual, Report No. 9066, 32-50-00, revised June 16, 2008, pages 1 through 8, 201 through 216, and 501 through 506; and PIAGGIO AERO PIAGGIO P.180 AVANTI II Maintenance Manual, Report No. 180-MAN-0200-01105, 32-50-00, revised December 19, 2008, pages 1 through 8, 201 through 216, and 501 through 506, for related information.

Material Incorporated by Reference

(i) You must use the service information specified in Table 1 of this AD to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Piaggio Aero Industries S.p.a., Via Cibrario, 4-16154 Genoa, Italy; telephone +39 010 06481 741; fax: +39 010 6481 309; Internet: <http://www.piaggioaero.com>, or e-mail: MMicheli@piaggioaero.it.

(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.

Table 1—Material Incorporated by Reference

| Service information title | Page(s) | Revision | Date |
|--|-------------------|-----------------|------------------------|
| PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (Mandatory) N. 80-0249. | 1 through 9 | Rev. 1 | May 27, 2009. |
| PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (Mandatory) N. 80-0249. | CONFIRMATION SLIP | Rev. 1 | Not Dated. |
| PIAGGIO AERO PIAGGIO P.180 AVANTI Maintenance Manual, Report No. 9066, 32-50-00. | Cover | No. D2 | Revised June 16, 2008. |
| PIAGGIO AERO PIAGGIO P.180 AVANTI Maintenance Manual, Report No. 9066, 32-50-00. | 1 through 8 | Not Applicable | March 1, 2006. |

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|---|-------------------------------------|----------------|----------------------------|
| PIAGGIO AERO PIAGGIO P.180 AVANTI Maintenance Manual, Report No. 9066, 32-50-00. | 201, 202, 204, and 206 through 216. | Not Applicable | June 16, 2008. |
| PIAGGIO AERO PIAGGIO P.180 AVANTI Maintenance Manual, Report No. 9066, 32-50-00. | 203 and 205 | Not Applicable | March 1, 2006. |
| PIAGGIO AERO PIAGGIO P.180 AVANTI Maintenance Manual, Report No. 9066, 32-50-00. | 501 through 506 | Not Applicable | March 1, 2006. |
| PIAGGIO AERO PIAGGIO P.180 AVANTI II Maintenance Manual, Report No. 180-MAN-0200-01105, 32-50-00. | Cover | No. A3 | Revised December 19, 2008. |
| PIAGGIO AERO PIAGGIO P.180 AVANTI II Maintenance Manual, Report No. 180-MAN-0200-01105, 32-50-00. | 1 through 8 | Not Applicable | June 30, 2005. |
| PIAGGIO AERO PIAGGIO P.180 AVANTI II Maintenance Manual, Report No. 180-MAN-0200-01105, 32-50-00. | 201, 202, and 207 through 209. | Not Applicable | December 19, 2008. |
| PIAGGIO AERO PIAGGIO P.180 AVANTI II Maintenance Manual, Report No. 180-MAN-0200-01105, 32-50-00. | 203 and 205 | Not Applicable | June 30, 2005. |
| PIAGGIO AERO PIAGGIO P.180 AVANTI II Maintenance Manual, Report No. 180-MAN-0200-01105, 32-50-00. | 204, 206, and 210 through 216. | Not Applicable | September 14, 2007. |
| PIAGGIO AERO PIAGGIO P.180 AVANTI II Maintenance Manual, Report No. 180-MAN-0200-01105, 32-50-00. | 501 through 506 | Not Applicable | June 30, 2005. |

Issued in Kansas City, Missouri, on October 7, 2009.

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



FAA
Aircraft Certification Service

AIRWORTHINESS DIRECTIVE

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

2009-23-08 Empresa Brasileira de Aeronautica S.A. (EMBRAER): Amendment 39-16080.
Docket No. FAA-2009-0687; Directorate Identifier 2009-NM-033-AD.

Effective Date

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

Affected ADs

- (b) This AD supersedes AD 2007-06-53, Amendment 39-15035.

Applicability

(c) This AD applies to EMBRAER Model ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU airplanes; and ERJ 190-100 STD, -100 LR, -100 IGW, -200 LR, -200 STD, and -200 IGW airplanes; certificated in any category.

Subject

- (d) Air Transport Association (ATA) of America Code 52: Doors.

Reason

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

It has been found the occurrence of two events of aircraft being dispatched with the cargo door opened without indication. In one of the events the aircraft took off with the cargo door opened.

The unsafe condition is a cargo door opening during flight, which could result in reduced structural integrity and consequent rapid decompression of the airplane. Required actions include repetitive inspections of the forward and aft cargo doors to detect signs of interference between the lock handle and the aft edge liner assembly and reworking the assembly; a one-time inspection for signs of damage of the lateral roller fitting on the forward and aft cargo door frames at the fuselage and replacement of the roller if necessary, and modification of the cargo door, which ends the repetitive inspections. After accomplishing the modification, the actions include incorporating information into the maintenance program to include the operational (OPC) and functional (FNC) checks of the forward and aft cargo doors and accomplishing repetitive OPC and FNC checks.

Compliance

- (f) Required as indicated, unless accomplished previously.

Restatement of Requirements of AD 2007-06-53, With New Service Information

Preflight Verification of Correct Door Closure

(g) For Model ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU airplanes; and ERJ 190-100 STD, -100 LR, and -100 IGW airplanes: As of 24 hours after May 7, 2007 (the effective date of AD 2007-06-53), before each flight after closing the cargo doors, verify that the forward and aft cargo doors are closed flush with the fuselage skin, and that all 4 latched and locked indicators at the bottom of each door are green. Persons qualified to do this verification are mechanics and flightcrew members. If it cannot be verified that both doors are closed flush with the fuselage skin, and that all 4 latched and locked indicators at the bottom of each door are green, repair before further flight. Repeat the verification before every flight until accomplishment of the actions required by paragraph (h) of this AD.

Inspection for Interference and Damage

(h) For Model ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU airplanes; and ERJ 190-100 STD, -100 LR, and -100 IGW airplanes: Within 10 days after May 7, 2007, do the actions specified in paragraphs (h)(1), (h)(2), and (h)(3) of this AD, in accordance with the Accomplishment Instructions of Embraer Alert Service Bulletin 170-52-A036 (for Model ERJ 170 airplanes) or 190-52-A018 (for Model ERJ 190 airplanes), both dated March 12, 2007; or Revision 01, both dated March 23, 2007; as applicable. As of the effective date of this AD, use Revision 01 of Embraer Alert Service Bulletin 170-52-A036 or 190-52-A018.

(1) Remove the roller fitting cover plate on the forward and aft cargo door frames.

(2) Perform a detailed inspection of the forward and aft cargo doors to detect signs of interference between the lock handle and the aft edge liner assembly. Then rework the aft edge liner assembly at the applicable time specified in paragraph (h)(2)(i) or (h)(2)(ii) of this AD.

(i) If any sign of interference is detected: Rework the assembly before further flight.

(ii) If no sign of interference is detected: Rework the assembly within 150 flight cycles after the inspection.

(3) Perform a detailed inspection for signs of damage of the lateral roller fitting on the forward and aft cargo door frames at the fuselage. If any damage is found, replace the lateral roller fitting before further flight with a new roller fitting having the same part number, in accordance with Embraer Alert Service Bulletin 170-52-A036 or 190-52-A018, as applicable.

(4) Actions done before May 7, 2007, in accordance with Embraer Alert Service Bulletin 170-52-A036 or 190-52-A018, both dated March 12, 2007, are acceptable for compliance with the corresponding requirements of this AD.

Note 1: For the purposes of this AD, a detailed inspection is: “An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required.”

Note 2: Embraer Alert Service Bulletins 170-52-A036 and 190-52-A018 refer to Embraer Service Bulletins 170-50-0006 and 190-50-0006, respectively, as additional sources of guidance for

the rework and roller fitting cover plate removal. Embraer Alert Service Bulletins 170-50-0006 and 190-50-0006 are currently at Revision 01, dated March 13, 2007.

Repetitive Inspections for Damage

(i) For Model ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU airplanes; and ERJ 190-100 STD, -100 LR, and -100 IGW airplanes: Repeat the inspection specified in paragraph (h)(3) of this AD at intervals not to exceed 150 flight cycles until the terminating action specified in paragraph (k)(3) of this AD has been accomplished.

Parts Installation

(j) For Model ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU airplanes; and ERJ 190-100 STD, -100 LR, and -100 IGW airplanes: As of May 7, 2007, no person may install a roller fitting cover plate on the forward and aft cargo door frames on any airplane.

New Requirements of This AD

Actions and Compliance

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

(1) For Model ERJ 190-200 LR, -200 STD, and -200 IGW airplanes: As of 24 hours after the effective date of this AD, before each flight after closing the cargo doors, verify that the forward and aft cargo doors are closed flush with the fuselage skin, and that all 4 latched and locked indicators at the bottom of each door are green. Persons qualified to do this verification are mechanics and flightcrew members. If it cannot be verified that both doors are closed flush with the fuselage skin, and that all 4 latched and locked indicators at the bottom of each door are green, repair before further flight. Repeat the verification before every flight until accomplishment of the actions required by paragraph (k)(2) of this AD.

(2) For Model ERJ 190-200 LR, -200 STD, and -200 IGW airplanes: Within 10 days after the effective date of this AD, do the actions specified in paragraphs (k)(2)(i), (k)(2)(ii), and (k)(2)(iii) of this AD, in accordance with the Accomplishment Instructions of Embraer Alert Service Bulletin 190-52-A018, Revision 01, dated March 23, 2007. Repeat the inspection specified in paragraph (k)(2)(iii) of this AD at intervals not to exceed 150 flight cycles until the terminating action specified in paragraph (k)(3) of this AD has been accomplished.

(i) Remove the roller fitting cover plate on the forward and aft cargo door frames.

(ii) Perform a detailed inspection of the forward and aft cargo doors to detect signs of interference between the lock handle and the aft edge liner assembly. Then rework the aft edge liner assembly at the applicable time specified in paragraph (k)(2)(ii)(A) or (k)(2)(ii)(B) of this AD.

(A) If any sign of interference is detected: Rework the assembly before further flight.

(B) If no sign of interference is detected: Rework the assembly within 150 flight cycles after the inspection.

(iii) Perform a detailed inspection for signs of damage of the lateral roller fitting on the forward and aft cargo door frames at the fuselage. If any damage is found, replace the lateral roller fitting before further flight with a new roller fitting having the same part number, in accordance with Embraer Alert Service Bulletin 190-52-A018, Revision 01, dated March 23, 2007.

(3) For all airplanes: Within 5,000 flight cycles after the effective date of this AD, do the actions specified in paragraphs (k)(3)(i) and (k)(3)(ii) of this AD on the forward and aft cargo doors. Accomplishing the actions in this paragraph terminates the repetitive inspections required by paragraphs (i) and (k)(2) of this AD.

(i) Relocate the cargo door closed indication sensor in accordance with the Accomplishment Instructions of Embraer Service Bulletin 170-52-0041, Revision 01, dated June 13, 2008; or 190-52-0023, Revision 02, dated March 11, 2008; as applicable.

(ii) Modify the cargo door lock handle mechanism and replace the forward and aft cargo door roller fittings having part number (P/N) 170-92569-401 and 170-85452-401 with new fittings having P/N 170-92569-403 and 170-85452-403, as applicable. Do the modification in accordance with the Accomplishment Instructions of Embraer Service Bulletins 170-52-0044, dated January 18, 2008; or 190-52-0027, dated March 20, 2008; as applicable.

(4) Actions done before the effective date of this AD in accordance with Embraer Service Bulletin 170-52-0041, dated September 6, 2007; or 190-52-0023, dated September 6, 2007, or Revision 01, dated December 6, 2007; as applicable; are acceptable for compliance with the corresponding requirements of this AD.

(5) Within 12 months after the effective date of this AD or 12 months after accomplishing the modification required by paragraph (k)(3) of this AD, whichever occurs later: Incorporate information into the maintenance program to include the operational (OPC) and functional (FNC) checks of the forward and aft cargo doors; in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the Agência Nacional de Aviação Civil (or its delegated agent). Within 6,000 flight hours after doing the actions required by paragraph (k)(3) of this AD, do the OPC and FNC checks and repeat the checks thereafter at intervals not to exceed 6,000 flight hours.

Note 3: Guidance on the OPC and FNC checks specified in paragraph (k)(5) of this AD can be found in the document specified in Table 1 of this AD, as applicable:

Table 1—OPC and FNC Guidance

| Manual - | Task - | Date - |
|--|------------------------|---------------|
| Embraer 170 Aircraft Maintenance Manual | 52-31-00-710-801-A/500 | July 15, 2008 |
| | 52-31-20-720-801-A/500 | July 15, 2008 |
| | 52-32-00-710-801-A/500 | July 15, 2008 |
| | 52-32-20-720-801-A/500 | July 15, 2008 |

| | | |
|--|------------------------|---------------|
| Embraer 190 Aircraft Maintenance Manual | 52-31-00-710-801-A/500 | July 15, 2008 |
| | 52-31-20-720-801-A/500 | July 15, 2008 |
| | 52-32-00-710-801-A/500 | July 15, 2008 |
| | 52-32-20-720-801-A/500 | July 15, 2008 |

Note 4: For the purposes of this AD, a functional check (FNC) is: “A quantitative check to determine if one or more functions of an item perform within specified limits.”

Note 5: For the purposes of this AD, an operational check (OPC) is: “A task to determine if an item is fulfilling its intended purpose. Since it is a failure finding task, it does not require quantitative tolerances.”

FAA AD Differences

Note 6: This AD differs from the MCAI and/or service information as follows: Where the MCAI includes a compliance time of “after accomplishment of the modification” for revising the maintenance program for Model ERJ-170 airplanes, we have determined that a compliance time of “within 12 months after the effective date of the AD or within 12 months after accomplishment of the modification, whichever occurs later” is appropriate. This compliance time is equivalent to the compliance time required for Model ERJ-190 airplanes. The manufacturer and ANAC agree with this compliance time.

Other FAA AD Provisions

(1) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, 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: Kenny Kaulia, Aerospace Engineer, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2848; fax (425) 227-1149. 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. AMOCs approved previously in accordance with AD 2007-06-53, are approved as AMOCs for the corresponding provisions of paragraph (i) of 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 (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

(m) Refer to Brazilian Airworthiness Directives 2007-03-01R1, dated June 9, 2008, and 2007-03-02R2, dated November 21, 2008; and the service information contained in Table 2 of this AD; for related information.

Table 2—Service Information

| Service Bulletin | Revision | Date |
|--|-----------------|------------------|
| Embraer Alert Service Bulletin 170-52-A036 | 01 | March 23, 2007 |
| Embraer Alert Service Bulletin 190-52-A018 | 01 | March 23, 2007 |
| Embraer Service Bulletin 170-52-0041 | 01 | June 13, 2008 |
| Embraer Service Bulletin 170-52-0044 | ¹ | January 18, 2008 |
| Embraer Service Bulletin 190-52-0023 | 02 | March 11, 2008 |
| Embraer Service Bulletin 190-52-0027 | ¹ | March 20, 2008 |

¹Original

Material Incorporated by Reference

(n) You must use the applicable service information contained in Table 3 of this AD to do the actions required by this AD, unless the AD specifies otherwise.

Table 3—Material Incorporated by Reference

| Service Bulletin | Revision | Date |
|--|-----------------|------------------|
| Embraer Alert Service Bulletin 170-52-A036 | 01 | March 23, 2007 |
| Embraer Alert Service Bulletin 190-52-A018 | 01 | March 23, 2007 |
| Embraer Service Bulletin 170-52-0041 | 01 | June 13, 2008 |
| Embraer Service Bulletin 170-52-0044 | ¹ | January 18, 2008 |
| Embraer Service Bulletin 190-52-0023 | 02 | March 11, 2008 |
| Embraer Service Bulletin 190-52-0027 | ¹ | March 20, 2008 |

¹ Original.

(1) For service information identified in this AD, contact Empresa Brasileira de Aeronautica S.A. (EMBRAER), Technical Publications Section (PC 060), Av. Brigadeiro Faria Lima, 2170–Putim–12227-901 São Jose dos Campos–SP–Brasil; telephone: +55 12 3927-5852 or +55 12 3309-0732; fax: +55 12 3927-7546; e-mail: distrib@embraer.com.br; Internet: <http://www.flyembraer.com>.

(2) 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.

(3) 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 October 26, 2009.

Stephen P. Boyd,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E9-26622 Filed 11-10-09; 8:45 am]

EMERGENCY AIRWORTHINESS DIRECTIVE



Aircraft Certification Service
Washington, DC

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

www.faa.gov/aircraft/safety/alerts/

DATE: November 16, 2009

AD #: 2009-24-51

This emergency airworthiness directive (AD) is sent to all owners and operators of all Teledyne Continental Motors (TCM) 240, 360, 470, and 520 series reciprocating engines.

Background

This emergency AD results from TCM reporting three occurrences of rapid wear on the face of hydraulic lifters, part numbers (P/Ns) 657913, 657915, and 657916, at 5, 6, and 38 hours time-in-service.. This condition, if not corrected, could result in loss of engine power and loss of control of the airplane.

Explanation of Relevant Service Information

We have reviewed and approved TCM Mandatory Service Bulletin (MSB) No. MSB09-08, dated November 3, 2009. The MSB describes procedures for inspecting engines for hydraulic lifters, P/Ns 657913, 657915, and 657916, and replacing those lifters if installed.

FAA's Determination and Requirements of the Rule

We have identified an unsafe condition that is likely to exist or develop on other TCM engines of this same type design. This AD requires determining if hydraulic lifters, P/Ns 657913, 657915, and 657916, are installed, and replacing those lifters if installed. You must use the service information described previously to perform these actions.

Authority for this Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Determination of Rule's Effective Date

We are issuing this AD under 49 U.S.C. Section 44701 according to the authority delegated to me by the Administrator, and it is effective immediately upon receipt.

2009-24-51 Teledyne Continental Motors (Formerly Continental): Directorate Identifier 2009-NE-38-AD.

Effective Date

(a) Emergency AD 2009-24-51, issued on November 16, 2009, is effective upon receipt.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all Teledyne Continental Motors (TCM) 240, 360, 470, and 520 series reciprocating engines with hydraulic valve lifters, part numbers (P/Ns) 657913, 657915, or 657916, installed. These engines are installed on, but not limited to, general aviation airplanes.

Unsafe Condition

(d) This AD results from TCM reporting three occurrences of rapid wear on the face of lifters, P/Ns 657913, 657915, and 657916, at 5, 6, and 38 hours time-in-service. We are issuing this AD to prevent excessive hydraulic lifter wear, which can result in loss of engine power and loss of control of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed before further flight after the effective date of this AD, unless the actions have already been done.

Excluded Engines

(f) If your engine was manufactured or rebuilt before June 19, 2009, and you have not had any hydraulic lifters replaced after June 19, 2009, no action is required.

Determining P/N of Lifters

(g) If your engine was manufactured or rebuilt on or after June 19, 2009, or if any of your hydraulic lifters were replaced on or after June 19, 2009, and you can't determine the P/N of your hydraulic lifters from the engine records:

(1) Use the list of engine serial numbers in Section A of TCM Mandatory Service Bulletin (MSB) No. MSB09-8, dated November 3, 2009.

(2) Inspect the hydraulic lifters in each cylinder for P/Ns 657913, 657915, and 657916. Use TCM MSB No. MSB09-8, dated November 3, 2009, Section 1. Action Required, paragraphs 1. through 3. to determine the P/N of the lifters.

Replacing the Lifters

(h) If your engine has any affected hydraulic lifters, replace the hydraulic lifters using TCM MSB No. MSB09-8, dated November 3, 2009, Step 2, paragraphs 2. through 4.

Installation Prohibition

(i) After the effective date of this AD, do not install any hydraulic lifters, P/Ns 657913, 657915, or 657916, into any TCM 240, 360, 470, or 520 series reciprocating engine.

Alternative Methods of Compliance

(j) The Manager, Atlanta Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Contact Information

(k) For further information, contact: Anthony Holton, Aerospace Engineer, Atlanta Certification Office, FAA, Small Airplane Directorate, , One Crown Center, 1895 Phoenix Blvd., Suite 450, Atlanta, GA 30349; e-mail: anthony.holton@faa.gov; telephone (404) 474-5567; fax (404) 474-5567.

Issued in Burlington, Massachusetts, on November 16, 2009.

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

EMERGENCY AIRWORTHINESS DIRECTIVE



Aircraft Certification Service
Washington, DC

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

www.faa.gov/aircraft/safety/alerts/

DATE: November 18, 2009

AD #: 2009-24-52

This emergency airworthiness directive (AD) supersedure is sent to all owners and operators of all Teledyne Continental Motors (TCM) 240, 360, 470, 520, and 550 series reciprocating engines.

Background

This emergency AD supersedure results from TCM reporting three occurrences of rapid wear on the face of hydraulic lifters, part numbers (P/Ns) 657913, 657915, and 657916, at 5, 6, and 38 hours time-in-service, and from the need to add the 550 series engines to the applicability. This condition, if not corrected, could result in loss of engine power and loss of control of the airplane.

Explanation of Relevant Service Information

We have reviewed and approved TCM Mandatory Service Bulletin (MSB) No. MSB09-08, dated November 3, 2009. The MSB describes procedures for inspecting engines for hydraulic lifters, P/Ns 657913, 657915, and 657916, and replacing those lifters if installed.

FAA's Determination and Requirements of the Rule

We have identified an unsafe condition that is likely to exist or develop on other TCM engines of this same type design. This AD requires determining if hydraulic lifters, P/Ns 657913, 657915, and 657916, are installed, and replacing those lifters if installed. You must use the service information described previously to perform these actions.

Authority for this Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Determination of Rule's Effective Date

We are issuing this AD supersedure under 49 U.S.C. Section 44701 according to the authority delegated to me by the Administrator, and it is effective immediately upon receipt.

2009-24-52 Teledyne Continental Motors (Formerly Continental): Directorate Identifier 2009-NE-38-AD.

Effective Date

(a) Emergency AD 2009-24-52, issued on November 18, 2009, is effective upon receipt.

Affected ADs

(b) This AD supersedes Emergency AD 2009-24-51, issued November 16, 2009.

Applicability

(c) This AD supersedure applies to all Teledyne Continental Motors (TCM) 240, 360, 470, 520, and 550 series reciprocating engines with hydraulic valve lifters, part numbers (P/Ns) 657913, 657915, or 657916, installed. These engines are installed on, but not limited to, general aviation airplanes.

Unsafe Condition

(d) This AD supersedure results from TCM reporting three occurrences of rapid wear on the face of lifters, P/Ns 657913, 657915, and 657916, at 5, 6, and 38 hours time-in-service, and from the need to add the 550 series engines to the applicability. We are issuing this AD to prevent excessive hydraulic lifter wear, which can result in loss of engine power and loss of control of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed before further flight after the effective date of this AD, unless the actions have already been done.

Excluded Engines

(f) If your engine was manufactured or rebuilt before June 19, 2009, and you have not had any hydraulic lifters replaced after June 19, 2009, no action is required.

Determining P/N of Lifters

(g) If your engine was manufactured or rebuilt on or after June 19, 2009, or if any of your hydraulic lifters were replaced on or after June 19, 2009, and you can't determine the P/N of your hydraulic lifters from the engine records:

(1) Use the list of engine serial numbers in Section A of TCM Mandatory Service Bulletin (MSB) No. MSB09-8, dated November 3, 2009.

(2) Inspect the hydraulic lifters in each cylinder for P/Ns 657913, 657915, and 657916. Use TCM MSB No. MSB09-8, dated November 3, 2009, Section 1. Action Required, paragraphs 1. through 3. to determine the P/N of the lifters.

Replacing the Lifters

(h) If your engine has any affected hydraulic lifters, replace the hydraulic lifters using TCM MSB No. MSB09-8, dated November 3, 2009, Step 2, paragraphs 2. through 4.

Installation Prohibition

(i) After the effective date of this AD, do not install any hydraulic lifters, P/Ns 657913, 657915, or 657916, into any TCM 240, 360, 470, 520, or 550 series reciprocating engine.

Alternative Methods of Compliance

(j) The Manager, Atlanta Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Contact Information

(k) For further information, contact: Anthony Holton, Aerospace Engineer, Atlanta Certification Office, FAA, Small Airplane Directorate, 1701 Columbia Avenue, College Park, GA 30337; e-mail: anthony.holton@faa.gov; telephone (404) 474-5567; fax (404) 474-5606.

Issued in Burlington, Massachusetts, on November 18, 2009.

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