

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

**SMALL AIRCRAFT
ROTORCRAFT, GLIDERS, BALLOONS, AND AIRSHIPS
BIWEEKLY 2010-22**

October 26, 2010



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 2010-01

2009-26-05		Pilatus Aircraft Ltd	PC-7
2009-26-07	S 2009-12-51	Turbomeca	Engine: Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1
2009-26-08	S 2006-21-12	AeroSpace Technologies of Australia Pty Ltd	N22B, N22S, and N24A
2009-26-12	S 2008-19-05	Engine Components, Inc. (ECi)	See AD

Biweekly 2010-02

2009-21-08	R1	PIAGGIO AERO INDUSTRIES S.p.A.	P-180
2010-01-03		Fire Fighting Enterprises Limited	See AD
2010-02-01		Turbomeca S.A	Arriel 1B, 1D, and 1D1
2010-02-51	E	AGUSTA S.p.A	A109A, A109A II, A109C, and A109K2

Biweekly 2010-03

2009-19-51		Agusta S.p.A	AB139 and AW139
2009-26-11	S 2006-07-15	Thrush Aircraft, Inc.	See AD
2010-02-07		Eurocopter France	Rotorcraft: SE3160, SA315B, SA316B, SA316C, and SA319B
2010-02-08		Turbomeca	Engine: Turmo IV A and IV C
2010-03-01		Eurocopter France	Rotorcraft: AS332L1, AS332L2, and EC225LP
2010-03-02		Lifesaving Systems Corp.	Appliance

Biweekly 2010-04

2009-23-51		Sikorsky Aircraft Corporation	Rotorcraft: S-92A
2010-03-03		Bell Helicopter Textron, Inc	Rotorcraft: 205B and 212
2010-03-04		PIAGGIO AERO INDUSTRIES S.p.A	P-180
2010-03-06		Turbomeca	Engine: Arriel 2B and 2B1
2010-03-09		Piaggio Aero Industries S.p.A	P-180

Biweekly 2010-05

2010-04-05	S 2003-12-05	McCaughey Propeller Systems	Propeller: 1A103/TCM
2010-04-06		Thielert Aircraft Engines GmbH	Engine: TAE 125-01
2010-04-07		Turbomeca	Engine: Arriel 2S1
2010-04-11		Extra Flugzeugproduktions- und Vertriebs- GmbH	EA-300/200, EA-300/L
2010-04-14		Augustair, Inc	2150, 2150 ^a , 2180
2010-04-15		SCHEIBE-Flugzeugbau GmbH	Glider: SF 25C
2010-04-16		SICLI	Appliance: portable fire extinguishers
2010-05-02	S 2009-08-10	Pilatus Aircraft Ltd	PC-12/47E
2010-05-51	E	Eurocopter	Rotorcraft: EC120B

Biweekly 2010-06

2010-05-10		Hawker Beechcraft	B300, B300C
2010-06-02		Hawker Beechcraft	G58

Biweekly 2010-07

2010-06-03		Eurocopter France	Rotorcraft: AS355E, AS355F, AS355F1, AS355F2, and AS355N
2010-06-06	S 99-16-13	MD Helicopters, Inc	Rotorcraft: MD-900
2010-06-07		Eurocopter France	Rotorcraft: AS 332 C, L, L1, and L2; AS 350 B3; AS355 F, F1, F2, and N; SA 365N and N1; AS 365 N2 and N3; SA 366G1; EC 130 B4; and EC 155B and B1
2010-06-08		Sikorsky Aircraft Corporation	Rotorcraft: S-76C
2010-06-11		Honeywell International Inc.	Engine: TFE731-2, TFE731-2A, TFE731-2C, TFE731-3, TFE731-3A, TFE731-3AR, TFE731-3B, TFE731-3BR, TFE731-3C, TFE731-3CR, TFE731-3D, TFE731-3DR, TFE731-3R, TFE731-4, TFE731-4R, TFE731-5, TFE731-5AR, TFE731-5BR, and TFE731-5R
2010-06-12		Thielert Aircraft Engines GmbH	Engine: TAE 125-01 and TAE 125-02-99

Biweekly 2010-08

2009-08-08 R1	R 2010-08-08	Turbomeca S.A	Engine: Arriel 1B, 1D, and 1D1, Arriel 2B and 2B1
2010-07-02	S 2006-22-05	Honeywell, Inc	Appliance: See AD
2010-07-07		Socata	TBM 700
2010-07-08		Kelly Aerospace Energy Systems, LLC	Appliance: See AD
2010-08-01		Aircraft Industries a.s	Glider: L 23 Super Blanik

Biweekly 2010-09

2009-08-05R1	R	Liberty Aerospace Incorporated	XL-2
2010-08-04	2007-10-14	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201
2010-09-08		General Electric Company	Engine: GE CJ610 series turbojet and CF700

Biweekly 2010-10

2010-05-51	FR	Eurocopter France	Rotorcraft: EC120B
2010-09-01		Eurocopter France	Rotorcraft: AS350B, BA, B1, B2, B3, C, D and D1; and AS 355E, F, F1, F2, N, and NP
2010-09-02		British Aerospace Regional Aircraft	Jetstream Series 3101 and Jetstream Model 3201
2010-09-04		Honeywell International Inc	Appliance: Primus EPIC and Primus APEX flight management systems (FMS)
2010-09-09		Piaggio Aero Industries S.p.A.	P-180
2010-09-13		Turbomeca	Engine: Makila 2A
2010-10-01	S 2009-05-01	GA 8 Airvan (Pty) Ltd	Glider: GA8 and GA8-TC320

Biweekly 2010-11

2010-10-02		Sikorsky Aircraft Corporation	Rotorcraft: S-76A, B, and C
2010-10-03		Sikorsky Aircraft Corporation	Rotorcraft: S-92A
2010-10-09	S 2008-07-01	Turbomeca	Engine: 1B (that incorporate Turbomeca Modification (mod) TU 148), Arriel 1D, 1D1, and 1S1 390
2010-10-10		Hawker Beechcraft	Rotorcraft: AS332L2
2010-10-14		Eurocopter France	Rotorcraft: AS332L1 and AS332L2
2010-10-15		Eurocopter France	Rotorcraft: AS350B, BA, B1, B2, C, D, and D1 helicopters and Model AS355E, F, F1, F2, and N
2010-11-51	E	Eurocopter France	Rotorcraft: S-76A, B, and C
2010-11-52	E	Sikorsky Aircraft	

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 2010-12			
2007-19-09 R1 2010-10-16	R	Turbomeca Bell Helicopter Textron and Augusta S.P.A.	Engine: ARRIEL 2B1 Rotorcraft: 205A, 205A-1, 205B, 212, 412, 412EP, and 412CF and Agusta S.p.A. Model AB412, AB412EP
2010-11-04 2010-11-05	S 2009-24-52	Teledyne Continental Motors AVOX Systems and B/E Aerospace	Engine: 240, 346, 360, 470, 520, and 550 and IO-240 See AD
2010-11-06	S 97-11-12	AeroSpace Technologies of Australia Pty Ltd	N22B, N22S, and N24A
2010-11-07 2010-11-08 2010-11-10 2010-11-15 2010-12-51	S 2008-11-20 E	Quartz Mountain Aerospace, Inc Stemme GmbH & Co. KG Turbomeca: Socata Agusta S.p.A.	11E S10-VT Engine: Astazou XIV B and XIV H TBM 700 Rotorcraft: A119 and AW119 MKII
Biweekly 2010-13			
2010-10-12 2010-10-16	S 2005-04-09	Bell Helicopter Textron Canada Bell Helicopter Textron and Agusta S.P.A	Rotorcraft: 222, 222B, 222U, 230, 430 Rotorcraft: 205A, 205A-1, 205B, 212, 412, 412EP, and 412CF and Agusta S.p.A. Model AB412, AB412EP
2010-11-09 2010-12-01 2010-12-02 2010-12-04 2010-13-01	S 2009-24-13	Thielert Aircraft Engines GmbH Cessna Aircraft Company Turbomeca S.A. PILATUS Aircraft Ltd Microturbo	Engine: TAE 125-01 and TAE 125-02-99 525A Engine: Makila 1A and 1A1 PC-7 Appliance: See AD
Biweekly 2010-14			
2010-13-07 2010-13-08 2010-13-10	S 2006-08-09	Piper Aircraft Air Tractor Ontic Engineering and Manufacturing, Inc	PA-32R-301T, PA046-350P AT-802 and AT-802A Appliance: See AD
Biweekly 2010-15			
2010-14-12		See AD	Rotorcraft: AH-1G, AH-1S, HH-1K, TH-1F, TH-1L, UH-1A, UH-1B, UH-1E, UH-1F, UH-1H, UH-1L, and UH-1P Helicopters; and Southwest Florida Aviation Model UH-1B (SW204 and SW204HP) and UH-1H (SW205)
2010-14-15 2010-14-20 2010-14-21 2010-15-51	 E	Aircraft Industries a.s. McCauley Propeller Systems Thielert Aircraft Engines GmbH Agusta S.p.A.	Glider: L-13 Blanik Propeller: 4HFR34C653/L106FA Engine: TAE 125-01 A119 and AW119 MKII
Biweekly 2010-16			
2010-13-07 2010-15-04 2010-15-05 2010-15-07	COR S 2010-08-01	Piper Eurocopter France Aircraft Industries a.s Zakład Szybowcowy "Jeźów" Henryk Mynarski	PA-32R-301T, PA-46-350P Rotorcraft: EC225LP Glider: L 23 Super Blanik Sailplanes: PW-6U
2010-15-09 2010-15-10 2010-16-51	S 2009-23-11 E	Embraer Piper Eurocopter France	EMB-500 See AD Rotorcraft: SA330J
Biweekly 2010-17			
2010-15-03 2010-15-06 2010-16-08		Eurocopter France Grob-Werke GmbH Schweizer Aircraft Corp	Rotorcraft: EC 130 B4 Glider: G102 ASTIR CS and G102 STANDARD ASTIR III Rotorcraft: 269D

Biweekly 2010-18

2010-11-51	FR	Eurocopter France	Rotorcraft: AS350B, BA, B1, B2, C, D, and D1 helicopters and Model AS355E, F, F1, F2, and N
2010-15-03		Eurocopter France	Rotorcraft: EC 130 B4
2010-15-06		GROB-WERKE GMBH & CO KG	Glider: G102 ASTIR CS and G102 STANDARD ASTIR III
2010-15-51		Agusta S.p.A	Rotorcraft: A119 and AW119 MKII
2010-16-08		Schweizer Aircraft Corporation	Rotorcraft: 269D
2010-17-06		Pratt & Whitney Canada Corp	Engine: PW615F
2010-17-08		Various Aircraft	See AD
2010-17-09		Pilatus Aircraft Ltd	PC-12/47E
2010-17-15		Hawker Beechcraft	390
2010-17-18	S 2010-13-08	Air Tractor	AT-802 and AT-802A
2010-18-02		Thielert Aircraft Engines GmbH	Engine: TAE 125-01, TAE 125-02-99
2010-18-05	S 2010-14-15	Aircraft Industries a.s.	Glider: L-13 Blanik
2010-18-06	S 2005-22-02	GA 8 AIRVAN (PTY)	GA8 and GA8-TC320
2010-18-51	E	MD HELICOPTERS, INC	Rotorcraft: MD900
2010-18-52	E, S 2010-18-51	MD Helicopters, Inc.	MD900

Biweekly 2010-19

2010-10-01	R1	GA 8 Airvan	GA8, GA8-TC320
2010-11-09	COR	Thielert Aircraft Engines GmbH	Engine: TAE 125-01 and TAE 125-02-99
2010-12-51	FR	Agusta S.p.A	Rotorcraft: A119 and AW119 MKII
2010-16-51	FR	Eurocopter France	Rotorcraft: SA330J
2010-18-12	COR	Robert E. Rust, Jr.	DeHavilland DH.C1 Chipmunk 21, DH.C1 Chipmunk 22, and DH.C1 Chipmunk 22A
2010-18-14		Bombardier-Rotax GmbH	Engine: 912 F series and 912 S
2010-19-51	E	Bell Helicopter Textron Canada	Rotorcraft: 222, 222B, 222U, 230, and 430

Biweekly 2010-20

2010-17-16		Sikorsky Aircraft Corporation	Rotorcraft: S-76A, S-76B, and S-76C
2010-18-12	COR	Robert E. Rust, Jr.	DeHavilland DH.C1 Chipmunk 21, DH.C1 Chipmunk 22, and DH.C1 Chipmunk 22A
2010-19-05		Eurocopter France	Rotorcraft: SA-365N1, AS-365N2, AS 365 N3, EC 155B, and EC155B1
2010-19-06		Turbomeca	Engine: Arriel 1A, 1A1, 1B, 1C, 1C1, 1C2, 1D, 1D1, and 1S1
2010-20-01		GROB-WERKE	G120A

Biweekly 2010-21

2009-09-03	R1 R 2009-09-03	Turbomeca S.A.	Engine: ARRIEL 2B and 2B1
2010-20-02		Eurocopter France	AS332C, L, L1, and L2
2010-20-05		Turbomeca S.A.	Engine: ARRIEL 2B
2010-20-06		Grob-Werke	G115C, G115D, and G115D2
2010-20-18		Pacific Aerospace Limited	FU24-954 and FU24A-954
2010-20-20		Eurocopter France	EC 155B, EC155B1, SA-360C, SA-365C, SA-365C1, SA-365C2, SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1
2010-20-21		Agusta S.p.A.	A109E
2010-20-23		Bombardier-Rotax GmbH	Engine: 912 F series, 912 S series, and 914 F series
2010-20-24		Eclipse Aerospace	EA500

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
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Biweekly 2010-22

2010-20-21	COR	Agusta S.p.A.	Rotorcraft: A109E
2010-21-01		Eurocopter France	Rotorcraft: AS350B, BA, B1, B2, B3, D, AS355E, F, F1, F2, and N
2010-21-07		Eurocopter France	Rotorcraft: AS350B3 and EC130 B4
2010-21-08		Piaggio Aero Industries S.p.A.	P-180
2010-21-09		Piaggio Aero Industries S.p.A.	P-180
2010-21-14		Piaggio Aero Industries S.p.A.	P-180
2010-21-18		Cessna Aircraft Company	336, 337, 337A (USAF 02B), 337B, M337B (USAF 02A), T337B, 337C, T337C, 337D, T337D, 337E, T337E, 337F, T337F, 337G, T337G, 337H, P337H, T337H, T337H-SP, F 337E, FT337E, F 337F, FT337F, F 337G, FT337GP, F337H, and FT337HP
2010-22-08		Eurocopter France	Rotorcraft: AS 350 B, BA, B1, B2, B3, and D; AS355 E, F, F1, F2, and N



CORRECTION: [*Federal Register: October 22, 2010 (Volume 75, Number 204)*]; Page 65224;
www.access.gpo.gov/su_docs/aces/aces140.html]

| **2010-20-21 Agusta S.p.A.:** Amendment 39-16456; Docket No. FAA-2010-0449; Directorate Identifier 2009-SW-38-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective on November 9, 2010.

Other Affected ADs

(b) None.

Applicability

(c) This AD applies to Agusta Model A109E helicopters, all serial numbers up to and including serial number (S/N) 11758 (except S/N 11741, 11754, and 11757) modified with a circuit breaker modification kit, part number (P/N) 109-0812-04-101, -103, -107, or -109; certificated in any category.

Reason

(d) The mandatory continuing airworthiness information (MCAI) AD states after a report of an electrical failure, an investigation revealed inadequate functioning of the 35 amperes (Amps) battery bus (BATT BUS) circuit breaker.

Actions and Compliance

(e) Within 50 hours time-in-service, unless already done, modify the fuselage electrical installation, P/N 109-0741-49, and the overhead panel electrical installation, P/N 109-0741-55 with a BATT BUS circuit breaker modification kit, P/N 109-0824-73-101, as depicted in Figures 1 and 2 and by following the Compliance Instructions, paragraphs 2 through 20.7, of Agusta Mandatory Bollettino Tecnico No. 109EP-98, dated June 22, 2009.

Differences Between This AD and the MCAI AD

(f) We refer to flight hours as hours time-in-service. Also, we do not refer to a calendar compliance date of December 31, 2009, because the effective date of this AD would be later than that date.

Other Information

(g) Alternative Methods of Compliance (AMOCs): The Manager, Safety Management Group, ATTN: DOT/FAA Southwest Region, Mark Wiley, ASW-111, Aviation Safety Engineer, Rotorcraft Directorate, Regulations and Policy Group, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5114, fax (817) 222-5961, has the authority to approve AMOCs for this AD, if requested, using the procedures found in 14 CFR 39.19.

Related Information

(h) EASA MCAI AD No. 2009-0137, dated June 23, 2009, contains related information.

Joint Aircraft System/Component (JASC) Code

(i) The JASC Code is 2460: Electrical Power Systems.

Material Incorporated by Reference

(j) You must use the specified portions of Agusta Mandatory Bollettino Tecnico No. 109EP-98, dated June 22, 2009, to do the actions required.

(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 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., Fort Worth, Texas 76137; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Fort Worth, Texas, on September 22, 2010.

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



2010-21-01 Eurocopter France: Amendment 39-16461. Docket No. FAA-2010-0969; Directorate Identifier 2009-SW-62-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective on October 29, 2010.

Other Affected ADs

(b) None.

Applicability

(c) This AD applies to Eurocopter France Model AS350B, BA, B1, B2, B3, D, AS355E, F, F1, F2, and N helicopters, certificated in any category.

Reason

(d) The mandatory continuing airworthiness information (MCAI) AD states that AD is issued following one report of a crack discovered in the area of the center cross-member at station X 2325, at the attachment point of the yaw channel ball-type control sheath stop of an AS355N helicopter with the collective-to-yaw control coupling. Investigations revealed that the helicopter did not have the structural doublers installed, which are combined with the collective-to-yaw control coupling installation. Repetitive loads on the non-modified cross-member may cause it to crack. A crack can reduce the yaw control travel. The AD requires actions that are intended to prevent reduced yaw control and subsequent loss of control of the helicopter.

Actions and Compliance

(e) Within 10 hours time-in-service (TIS) or within 1 month, whichever occurs first, unless already done, determine whether the cross-member (numbered "1") at station X 2165 and the two doublers (numbered "2" and "3") at stations X 2325 and Y 269 are installed as shown in Figure 1 of Eurocopter Emergency Alert Service Bulletin (EASB) No. 53.00.37, dated April 11, 2007 (EASB 53.00.37), for the Model AS350 helicopters and EASB No. 53.00.23, dated April 11, 2007 (EASB 53.00.23), for the Model AS355 helicopters.

Note: The one Eurocopter EASB contains 3 different numbers (Nos. 53.00.37, 53.00.11, and 53.00.23) for 4 different Eurocopter model helicopters. EASB 53.00.37 relates to 2 Model 350 (350 BB and 350 L1) helicopters that are not type-certificated in the United States; and EASB No. 53.00.11 relates to 4 Model 550 and 6 Model 555 military helicopters that are not type-certificated in the United States.

(f) If the cross-member (numbered "1") and doublers (numbered "2" and "3") are not installed, before further flight, inspect for a crack in the center cross-member (numbered "4") in the area around the attachment point of the tail rotor directional ball-type control as shown in Figure 1 of

EASB 53.00.37 for the Model AS350 helicopters or EASB 53.00.23 for the Model AS355 helicopters.

(1) If you find a crack, before further flight, replace the unairworthy center cross-member (Numbered "4") with an airworthy center cross-member and comply with paragraph (g) of this AD.

(2) If you do not find a crack, before further flight, inspect the tail rotor control rigging.

(g) Within 55 hours TIS, install the cross-member (Numbered "1") at station X 2165 and the 2 doublers (Numbered "2" and "3") at stations X 2325 and Y 269 by following the Appendix and the referenced Figures 2 and 3 of EASB 53.00.37 for the Model AS350 helicopters and EASB 53.00.23 for the Model AS355 helicopters.

Differences Between the FAA AD and the MCAI AD

(h) This AD differs from the MCAI AD as follows:

(1) We use the word "inspect" to describe the actions required by an inspector versus the word "check," which is how we describe the actions allowed by a pilot.

(2) We refer to the compliance time as hours TIS rather than flying hours.

(3) We do not include the military model helicopters.

Other Information

(i) Alternative Methods of Compliance (AMOCs): The Manager, Safety Management Group, Rotorcraft Directorate, FAA, ATTN: Gary Roach, Aviation Safety Engineer, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5130, fax (817) 222-5961, has the authority to approve AMOCs for this AD, if requested, using the procedures found in 14 CFR 39.19.

Related Information

(j) EASA Emergency AD No. 2007-0139-E, dated May 15, 2007 (corrected May 23, 2007), contains related information.

Joint Aircraft System/Component (JASC) Code

(k) The JASC Code is 5320–Fuselage Misc. Structure.

Material Incorporated by Reference

(l) You must use the specified portions of Eurocopter Emergency Alert Service Bulletin No. 53.00.37 for the AS350 model helicopters and No. 53.00.23 for the AS355 model helicopters, both dated April 11, 2007, to do the actions required.

(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 American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005, telephone (800) 232-0323, fax (972) 641-3510.

(3) You may review copies at the FAA, Office of the Regional Counsel, DOT/FAA Southwest Region, 2601 Meacham Blvd., Fort Worth, TX 76137; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Fort Worth, Texas, on September 23, 2010.

Mark R. Schilling,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 2010-25273 Filed 10-13-10; 8:45 am]

BILLING CODE 4910-13-P



2010-21-07 Eurocopter France: Amendment 39-16467; Docket No. FAA-2010-0779; Directorate Identifier 2009-SW-84-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective on November 18, 2010.

Other Affected ADs

- (b) None.

Applicability

(c) This AD applies to Model AS350B3 and EC130 B4 helicopters, certificated in any category, with the ARRIEL 2B1 engine with the two-channel Full Authority Digital Engine Control (FADEC), and with new twist grip modification (MOD) 073254 for the Model AS350B3 helicopter or MOD 073773 for the Model EC130 B4 helicopter, installed.

Reason

(d) The mandatory continuing airworthiness information (MCAI) AD states that analysis shows a "dormant failure" of one of the two contactors, 53Ka or 53Kb, can occur following the introduction of MOD 073254 or MOD 073773. Failure of a contactor can prevent switching from "IDLE" mode to "FLIGHT" mode during autorotation training making it impossible to recover from the practice autorotation and compelling the pilot to continue the autorotation to the ground. This condition, if not corrected, can lead to an unintended touchdown to the ground at a flight-idle power setting during a practice autorotation, damage to the helicopter, and injury to the occupants.

Actions and Compliance

(e) Before the next practice autorotation or on or before 100 hours time-in-service (TIS), whichever occurs first, unless accomplished previously, and thereafter at intervals not to exceed 600 hours TIS:

(1) Inspect for the proper operation of contactors 53Ka and 53Kb by rotating the pilot and co-pilot throttle twist grip controls between the "IDLE" and "FLIGHT" position in accordance with the Accomplishment Instructions, paragraph 2.B.2, of Eurocopter Alert Service Bulletin (ASB) No. 05.00.61, dated November 16, 2009, for the Model AS350B3 helicopters or ASB No. 05A009, dated November 16, 2009, for the Model EC130 B4 helicopters, as appropriate for your model helicopter.

(2) Test the pilot and co-pilot throttle twist grip controls for proper functioning. If the throttle twist grip controls are not functioning properly, repair the controls.

Differences Between This AD and the MCAI AD

(f) We refer to flight hours as hours TIS. Also, we refer to maintenance actions as inspections rather than checks. Finally,

Other Information

(g) Alternative Methods of Compliance (AMOCs): The Manager, Safety Management Group, ATTN: DOT/FAA Southwest Region, Ed Cuevas, ASW-112, Aviation Safety Engineer, Rotorcraft Directorate, Safety Management Group, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5355, fax (817) 222-5961, has the authority to approve AMOCs for this AD, if requested, using the procedures found in 14 CFR 39.19.

Related Information

(h) MCAI AD No. 2009-0256, dated December 2, 2009, contains related information.

Joint Aircraft System/Component (JASC) Code

(i) The JASC Code is 7697: Engine Control System Wiring.

Material Incorporated by Reference

(j) You must use Eurocopter Alert Service Bulletin ASB No. 05.00.61 or 05A009, both dated November 16, 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 American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005, telephone (800) 232-0323, fax (972) 641-3710, or at <http://www.eurocopter.com>.

(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>.

Issued in Fort Worth, Texas, on September 29, 2010.

Kim Smith,
Manager, Rotorcraft Directorate, Aircraft Certification Service
[FR Doc. 2010-25270 Filed 10-13-10; 8:45 am]
BILLING CODE 4910-13-P



2010-21-08 PIAGGIO AERO INDUSTRIES S.p.A.: Amendment 39-16468; Docket No. FAA-2010-0737; Directorate Identifier 2010-CE-037-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective November 18, 2010.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to PIAGGIO AERO INDUSTRIES S.p.A. Model PIAGGIO P-180 airplanes, all serial numbers, certificated in any category.

Subject

- (d) Air Transport Association of America (ATA) Code 79: Engine Oil.

Reason

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

Some cases of failure of engine oil dipsticks, installed on Pratt & Whitney Canada (P&WC) PT6A66 and PT6A66B engines, were detected on P.180 aeroplanes; such failures, due to moisture penetration into the dipstick and subsequent corrosion, can cause incorrect reading of the engine oil low level on the Refuel/Ground Test Panel.

If left uncorrected, this situation could lead to in-flight engine failure(s).

This AD requires:

- (1) Repetitive visual checks of the engine oil levels to prevent an undetected low level condition;
- (2) Repetitive inspections of the oil dipsticks to detect faulty units;
- (3) Replacement of faulty oil dipsticks or visual checks of the oil level at reduced not to exceed intervals, until replacement of faulty units.

The engine TC Holder is currently developing a modification that will address the unsafe condition identified in this AD; once such modification is developed, approved and available, further mandatory actions might be considered.

This Correction is issued to amend the AD number heading: It was PAD, it is AD.

Actions and Compliance

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

- (1) Within one month after November 18, 2010 (the effective date of this AD) or within 25 hours time-in-service (TIS) after November 18, 2010 (the effective date of this AD), whichever

occurs first, and repetitively thereafter at intervals not to exceed one month or 25 hours TIS, whichever occurs first, do the following in both engines:

(i) Visually check the oil level following the Accomplishment Instructions, Part A, of PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (Mandatory) N.: 80-0287, Rev. N. 1, dated March 24, 2010; and

(ii) Do a functional check and inspection of the dipstick following the Accomplishment Instructions, Part B and C, of PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (Mandatory) N.: 80-0287, Rev. N. 1, dated March 24, 2010.

(2) If, as determined by the inspection in paragraph (f)(1)(ii) of this AD, the installed dipsticks are compliant with P&WC Service Bulletin no. 14383, the repetitive inspections required in paragraph (f)(1) of this AD may be done at intervals not to exceed one month or 50 hours TIS, whichever occurs first.

(3) If a failed dipstick is found during any functional check required in paragraph (f)(1)(ii) of this AD, do one of the following:

(i) If a replacement dipstick is available, replace it before further flight; or

(ii) If a replacement dipstick is not available, the failed dipstick may be reinstalled, but, until replacement, the oil level check specified in paragraph (f)(1)(i) of this AD must be repetitively done in the affected engine within 5 hours TIS from the last check. The repetitive oil level check interval may be extended to 10 hours TIS based on oil consumption in accordance with the Accomplishment Instructions, Part B, of PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (Mandatory) N.: 80-0287, Rev. N. 1, dated March 24, 2010.

(4) Replacement of the oil level dipstick does not terminate the repetitive check requirements of paragraph (f)(1) of this AD.

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 European Aviation Safety Agency (EASA) AD No.: 2010 0123, dated June 22, 2010; and PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (Mandatory) N.: 80-0287, Rev. N. 1, dated March 24, 2010, for related information.

Material Incorporated by Reference

(i) You must use PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (Mandatory) N.: 80-0287, Rev. N. 1, dated March 24, 2010, 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; phone: +39 010 6481 353; fax: +39 010 6481 881; e-mail: tech.support@piaggioaero.it; Internet: <http://www.piaggioaero.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 September 29, 2010.

John R. Colomy,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2010-25217 Filed 10-13-10; 8:45 am]

BILLING CODE 4910-13-P



2010-21-09 PIAGGIO AERO INDUSTRIES S.p.A: Amendment 39-16469; Docket No. FAA-2010-0736; Directorate Identifier 2010-CE-035-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective November 18, 2010.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to PIAGGIO AERO INDUSTRIES S.p.A. Model PIAGGIO P-180 airplanes, all serial numbers, that are:

- (i) Equipped with hose assembly, part number (P/N) 80-337276-001; and
- (ii) Certificated in any category.

Subject

- (d) Air Transport Association of America (ATA) Code 79: Engine Oil.

Reason

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

A damaged fuel heater caused a fuel leakage in the engine nacelle; investigation revealed that the damage to the fuel heater was due to chafing with an oil cooling system hose.

Piaggio Aero Industries (PAI) issued Service Bulletin (SB) 80-0175, which was applicable to all aeroplanes and contained instructions for a repetitive inspection of the affected parts and, if necessary, their replacement and/or for the repositioning of oil/fuel tubing if minimum clearances were not found.

ENAC of Italy issued PA 2002-335 to require the accomplishment of these corrective actions.

Later on, PAI introduced a new Hose Assembly (P/N 80-337284-001), which allows better clearances and removes the problem of potential interference. PAI issued SB 80-0175 Revision 1, limiting the applicability to aeroplanes with the old P/N installed only and giving instructions for the replacement with the new Hose Assembly P/N.

This new AD, which supersedes ENAC Italy PA 2002-335, is issued to grant the revised applicability and to include an optional terminating action, which consists in replacing the Hose Assembly P/N 80-337276-001 with the new P/N 80-337284-001.

Actions and Compliance

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

- (1) Within the next 150 hours time-in-service (TIS) after the November 18, 2010 (the effective date of this AD) and repetitively thereafter at intervals not to exceed 165 hours TIS after the

last inspection, inspect the left-hand (LH) and the right-hand (RH) engine mounted fuel heater for wear damage and minimum clearance. Do the inspections following Part A of the Accomplishment Instructions in PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (Mandatory) N.: 80-0175, Rev. N. 1, dated May 14, 2010.

(2) If any wear damage to either the LH or the RH fuel heater or to the oil cooling system hose is detected during any inspection required in paragraph (f)(1) of this AD, before further flight after the inspection, replace both hose assembly P/Ns 80-337276-001 with a new hose assembly P/N 80-337284-001. Do the replacements following Part B of the Accomplishment Instructions in PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (Mandatory) N.: 80-0175, Rev. N. 1, dated May 14, 2010. Installing both the LH and the RH hose assembly P/N 80-337284-001 terminates the repetitive inspections required in paragraph (f)(1) of this AD.

(3) If no wear damage to the fuel heater or to the oil cooling system hose is detected, but insufficient clearance is found during any inspection required in paragraph (f)(1) of this AD, within the next 660 hours TIS after the inspection, replace the LH and RH hose assembly P/N 80-337276-001 with a new hose assembly P/N 80-337284-001. Do the replacements following Part B of the Accomplishment Instructions in PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (Mandatory) N.: 80-0175, Rev. N. 1, dated May 14, 2010. Installing both the LH and the RH hose assembly P/N 80-337284-001 terminates the repetitive inspections required in paragraph (f)(1) of this AD.

(4) You may terminate the repetitive inspections required in paragraph (f)(1) of this AD by replacing both the LH and the RH hose assembly P/Ns 80-337276-001 with a new hose assembly P/N 80-337284-001 at any time after the initial inspection required in paragraph (f)(1) of this AD, as long as no wear damage to the fuel heater or to the oil cooling system hose is detected and sufficient clearance is found.

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: S.M. 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 European Aviation Safety Agency (EASA) AD No.: 2010-0125, dated June 23, 2010; and PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (Mandatory) N.: 80-0175, Rev. N. 1, dated May 14, 2010, for related information.

Material Incorporated by Reference

(i) You must use PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (Mandatory) N.: 80-0175, Rev. N. 1, dated May 14, 2010, 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; phone: +39 010 6481 353; fax: +39 010 6481 881; e-mail: airworthiness@piaggioaero.it; Internet: <http://www.piaggioaero.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 September 29, 2010.

John Colomy,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2010-25215 Filed 10-13-10; 8:45 am]

BILLING CODE 4910-13-P



2010-21-14 PIAGGIO AERO INDUSTRIES S.p.A: Amendment 39-16474; Docket No. FAA-2010-0734; Directorate Identifier 2010-CE-036-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective November 18, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to PIAGGIO AERO INDUSTRIES S.p.A Model PIAGGIO P-180 airplanes, serial numbers 1166 through 1175, certificated in any category.

Subject

(d) Air Transport Association of America (ATA) Code 53: Fuselage.

Reason

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

Due to a manufacturing error, some rivets, required by drawings, were not installed in the joints between two ceiling beams and the rear pressurized bulkhead.

If left uncorrected, long term fatigue stress could locally weaken the structure, compromising the fuselage structural integrity.

This AD requires the accomplishment of Piaggio Aero Industries (PAI) Service Bulletin (SB) 80-0268 original issue, which contains instructions to rework the affected area, thus restoring the fuselage design strength as well as the fatigue specifications of the structure.

Actions and Compliance

(f) Unless already done, within 200 hours time-in-service (TIS) after November 18, 2010 (the effective date of this AD), replace the rivets of the joint brackets on the right-hand and left-hand beam with "Hi-Lok" fasteners, following the accomplishment instructions of PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (Mandatory) N.: 80-0268, REV. 0, dated December 18, 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; e-mail: sarjapur.nagarajan@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

(3) Reporting Requirements: For any reporting requirement in this AD, 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.: 2010-0126, dated June 23, 2010; and PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (Mandatory) N.: 80-0268, REV. 0, dated December 18, 2008, for related information.

Material Incorporated by Reference

(i) You must use PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (Mandatory) N.: 80-0268, REV. 0, dated December 18, 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 Piaggio Aero Industries S.p.a., Via Cibrario, 4-16154 Genoa, Italy; phone: +39 010 6481 353; fax: +39 010 6481 881; e-mail: airworthiness@piaggioaero.it; Internet: <http://www.piaggioaero.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 September 30, 2010.

John R. Colomy,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2010-25284 Filed 10-13-10; 8:45 am]

BILLING CODE 4910-13-P



2010-21-18 Cessna Aircraft Company: Amendment 39-16478; Docket No. FAA-2010-1013; Directorate Identifier 2010-CE-048-AD.

Effective Date

(a) This AD is effective November 3, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Cessna Aircraft Company (Cessna) Models 336, 337, 337A (USAF 02B), 337B, M337B (USAF 02A), T337B, 337C, T337C, 337D, T337D, 337E, T337E, 337F, T337F, 337G, T337G, 337H, P337H, T337H, T337H-SP, F 337E, FT337E, F 337F, FT337F, F 337G, FT337GP, F337H, and FT337HP airplanes, all serial numbers, that:

- (1) Are certificated in any category; and
- (2) Are or have ever been modified by Aviation Enterprises Supplemental Type Certificate (STC) SA02055AT, SA02056AT, SA02307AT, or SA02308AT.

Subject

(d) Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 57; Wings.

Unsafe Condition

(e) This AD was prompted by a wing overload failure and by reports of cracks in the upper wing skins on certain Cessna airplanes that are now or have ever been modified by Aviation Enterprises STC SA02055AT, SA02056AT, SA02307AT, or SA02308AT. We are issuing this AD to detect and correct damage in the wings and to prevent overload failure of the wing due to the installation of the STCs. Damage in the wing or overload failure of the wing could result in structural failure of the wing, which could result in loss of control.

Compliance

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

Required Actions

(g) Before further flight after November 3, 2010 (the effective date of this AD), do a general and focused inspection of the wing for internal and external damage from wing station (WSTA) 23 to the wing tip. Repetitively thereafter inspect every 100 hours time-in-service (TIS) or every 12 calendar months, whichever occurs first, for as long as any of the STCs specified in paragraph (c) of this AD

are installed. If at any time the STCs are permanently removed, one final inspection is required following removal. Do the inspections following Appendix 1 of this AD.

(h) Anytime severe and/or extreme turbulence is encountered during flight, before the next flight, do a focused inspection of the wing for damage following steps 1, 2, 3, 4, 7, and 10 in Appendix 1 of this AD. Also inspect for signs of distress in the upper front spar in the area around WSTA 177. The definition of severe and extreme turbulence can be found in Table 7-1-9 of the FAA Aeronautical Information Manual (AIM). You may obtain a copy of the FAA AIM at http://www.faa.gov/air_traffic/publications/atpubs/aim/.

(i) For airplanes specified in paragraph (c) of this AD that are modified by STC SA02055AT or SA02308AT (wing extensions with fuel provisions), before further flight after November 3, 2010 (the effective date of this AD), do the following:

(1) Incorporate the information from Appendix 2 of this AD into the Limitations section of the Aviation Enterprises Aircraft Manual Supplement.

(2) Fabricate a placard (using at least 1/8-inch letters) with the following words and install the placard on the instrument panel within the pilot's clear view: "MTOW=4,700 LBS. MAINTAIN AT LEAST 12 GAL OF FUEL IN EACH WING TIP FOR AIRPLANE WEIGHTS ABOVE 3,300 LBS."

(j) For airplanes specified in paragraph (c) of this AD that are modified by STC SA02056AT or SA02307AT (wing extensions with no fuel provisions), before further flight after November 3, 2010 (the effective date of this AD), do the following:

(1) Incorporate the information from Appendix 3 of this AD into the Limitations section of the Aviation Enterprises Aircraft Manual Supplement.

(2) Fabricate a placard (using at least 1/8-inch letters) with the following words and install the placard on the instrument panel within the pilot's clear view: "MTOW=4,000 LBS, MAX MANEUVER=2.5 G, $V_a=100$ KCAS, $V_{no}=105$ KCAS, $V_{ne}=135$ KCAS. OPERATION RESTRICTED TO VFR"

(k) Before further flight after each inspection required in paragraphs (g) and (h) of this AD where damage or signs of distress are found, repair all damaged and distressed parts following FAA Advisory Circular (AC) 43.13-1B. You may obtain a copy of AC 43.13-1B at <http://rgl.faa.gov/>.

(l) Within 10 days after each inspection required in paragraphs (g) and (h) of this AD in which damage or distress is found, send a report to the FAA at the address specified in paragraph (o) of this AD. Include as much information as possible, including the "N" number, model number, serial number, list of STC modifications, TIS on the aircraft and wing extension, description of the damage (location, length, orientation, parts cracked, sketches, etc.), and if possible, pictures of the damage.

(m) For all airplanes specified in paragraph (c) of this AD that have STC SA02055AT, SA02056AT, SA02307AT, or SA02308AT permanently removed, do one final inspection as specified in paragraph (g) of this AD, take corrective actions as specified in paragraph (k) of this AD, report the results as specified in paragraph (l) of this AD, and remove the flight limitations specified in paragraphs (i) and (j) of the AD. No further action is required.

Alternative Methods of Compliance (AMOCs)

(n)(1) The Manager, FAA, Atlanta Aircraft Certification Office (ACO) has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight

Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD.

(2) Before using any approved AMOC, notify your Principal Maintenance Inspector or Principal Avionics Inspector, as appropriate, or lacking a principal inspector, notify your local Flight Standards District Office.

Related Information

(o) For more information about this AD, contact William O. Herderich, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office (ACO), 1701 Columbia Avenue, College Park, Georgia 30337; phone: (404) 474-5547; fax: (404) 474-5605; e-mail: William.O.Herderich@faa.gov.

Appendix 1 to AD 2010-21-18—General and Focused Inspection Procedures

Perform a general and focused inspection of the wing for internal and external damage from wing station (WSTA) 23 to the wing tip. The general inspection must be performed in accordance with 14 CFR 43.15(c), using a checklist that includes at least the scope and detail of the items contained in Appendix D of 14 CFR part 43. The focused inspection must include the items listed below. Remove all wing access panels to conduct the inspections. Do these inspections following the manufacturer's service information (Cessna Maintenance/Service Manuals) and any other appropriate guidance, such as FAA Advisory Circular (AC) 43.13-1B Acceptable Methods, Techniques, and Practices—Aircraft Inspection and Repair. AC 43.13-1B can be found at <http://rgl.faa.gov/>.

Focused inspection items to look for:

- (1) Wrinkles in upper wing skins, from the outboard edge on the fuel tank access covers (WSTA 150 or 177) to the WSTA 222 (See View B, Figure 3).
- (2) Wrinkles in the upper wing skins from WSTA 55 to 66, adjacent to the booms (See View E, Figure 6).
- (3) Cracking of the upper wing skins. Pay particular attention to any wrinkles, the radius between stiffeners at WSTA 150 (under fuel tank covers), and unreinforced access holes (See View B, Figure 3).
- (4) Working (smoking) rivets outboard of the wing tank access covers.
- (5) Fasteners with less than two diameters edge distance.
- (6) Fasteners with less than four diameters center to center spacing.
- (7) Looseness of attachments of the tip extension to the wing and wing tip to wing extension when pushing up and down on the tip.
- (8) Any signs of distress along both front and rear spars, particularly in the area around WSTA 177.
- (9) Inspect under any repairs to the upper skins, particularly in the area just outboard of the fuel tank access covers as these may be covering up existing damage.
- (10) Inter-rivet buckling of the stringers attached to the upper surface skin, outboard of the fuel tank access covers (See View F, Figure 7).
- (11) Inspect rib at WSTA 222 for damage. Trimming of the rib may have been done to allow installation of fuel lines (See View A, Figure 2). Repair in accordance with AC 43.13-1B, Chapter 4, paragraph 4-58(g) and Figure 4-14, or by using another FAA-approved method that restores equivalent strength of the wing rib.

**Appendix 1 to AD 2010-21-18—General and Focused Inspection Procedures
(Continued)**

- (1) Inspect and identify screws, installed in tapped (threaded) holes in metal substructure, used to attach wing tips, stall fences, fuel and electrical components, and access doors. For tapped holes, remove fastener and open up the diameter to provide a smooth bore hole, for the smallest oversize fastener, using close tolerance holes noted in AC 43.13-1B, paragraph 7-39 or other FAA-approved scheme. Maintain minimum 2 x fastener diameter edge distance and 4 x fastener diameter center to center spacing. Select and install new, equivalent strength or stronger, fasteners with nuts/collars in accordance with AC 43.13-1B, Chapter 7 and AC 43.13-2B, paragraph 108 or other FAA-approved repair. New fasteners must not have threads in bearing against the sides of the holes.
- (2) Inspect wing skins for unreinforced cutouts. (See View C, Figure 4).
- (3) Inspect the upper spar cap horizontal flanges for open holes (See View D, Figure 5).

Appendix 1 to AD 2010-21-18 (Continued)

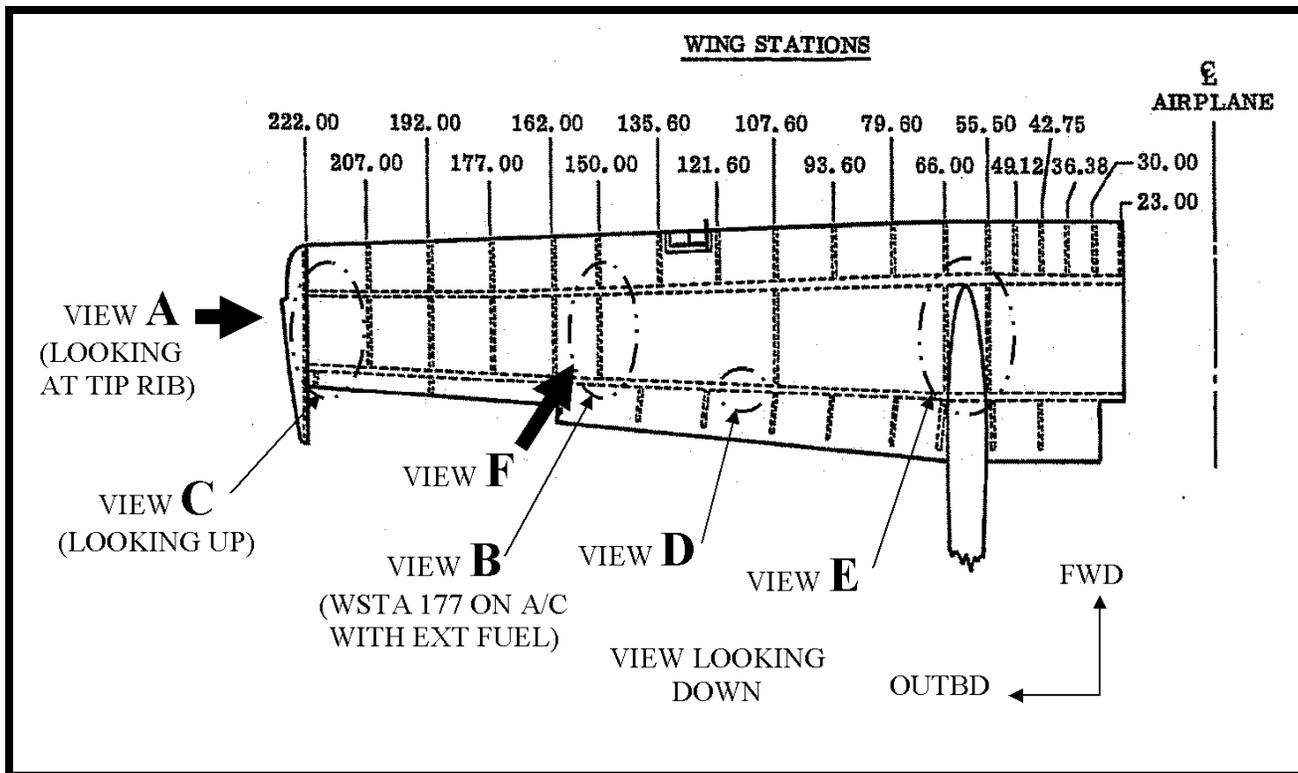


Figure 1

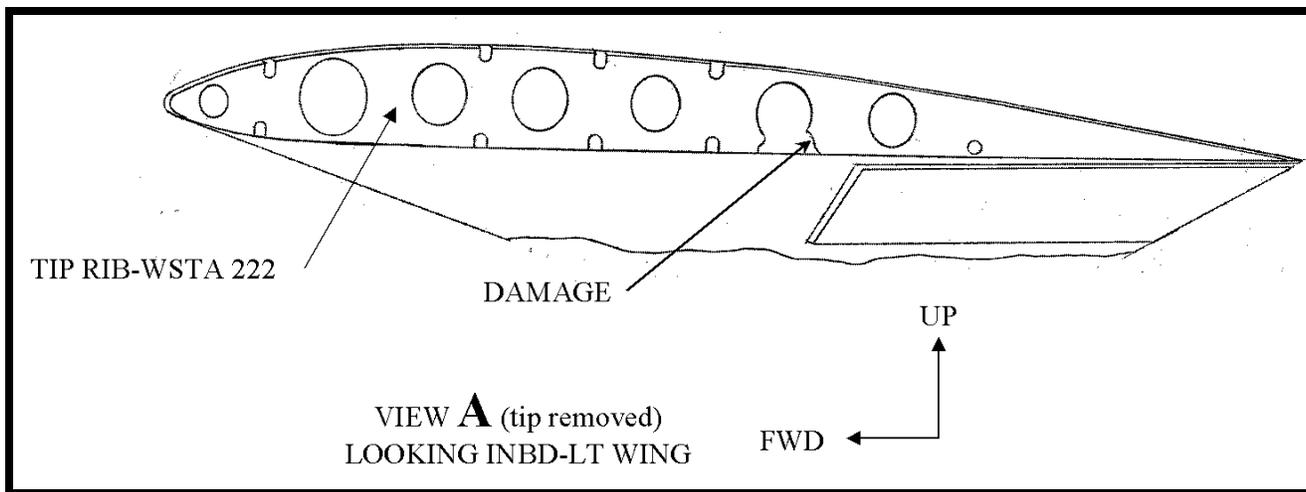


Figure 2

Appendix 1 to AD 2010-21-18 (Continued)

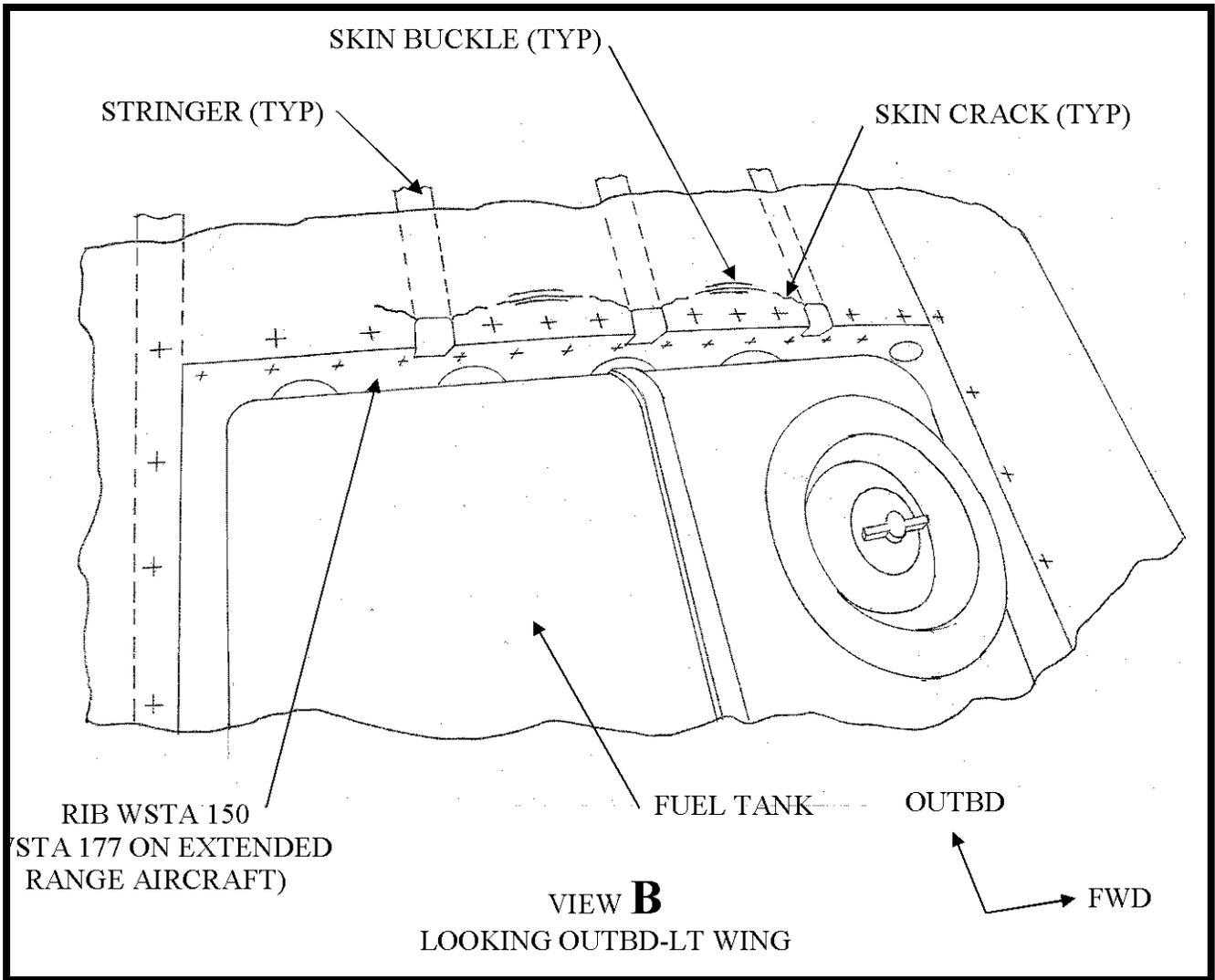


Figure 3

Appendix 1 to AD 2010-21-18 (Continued)

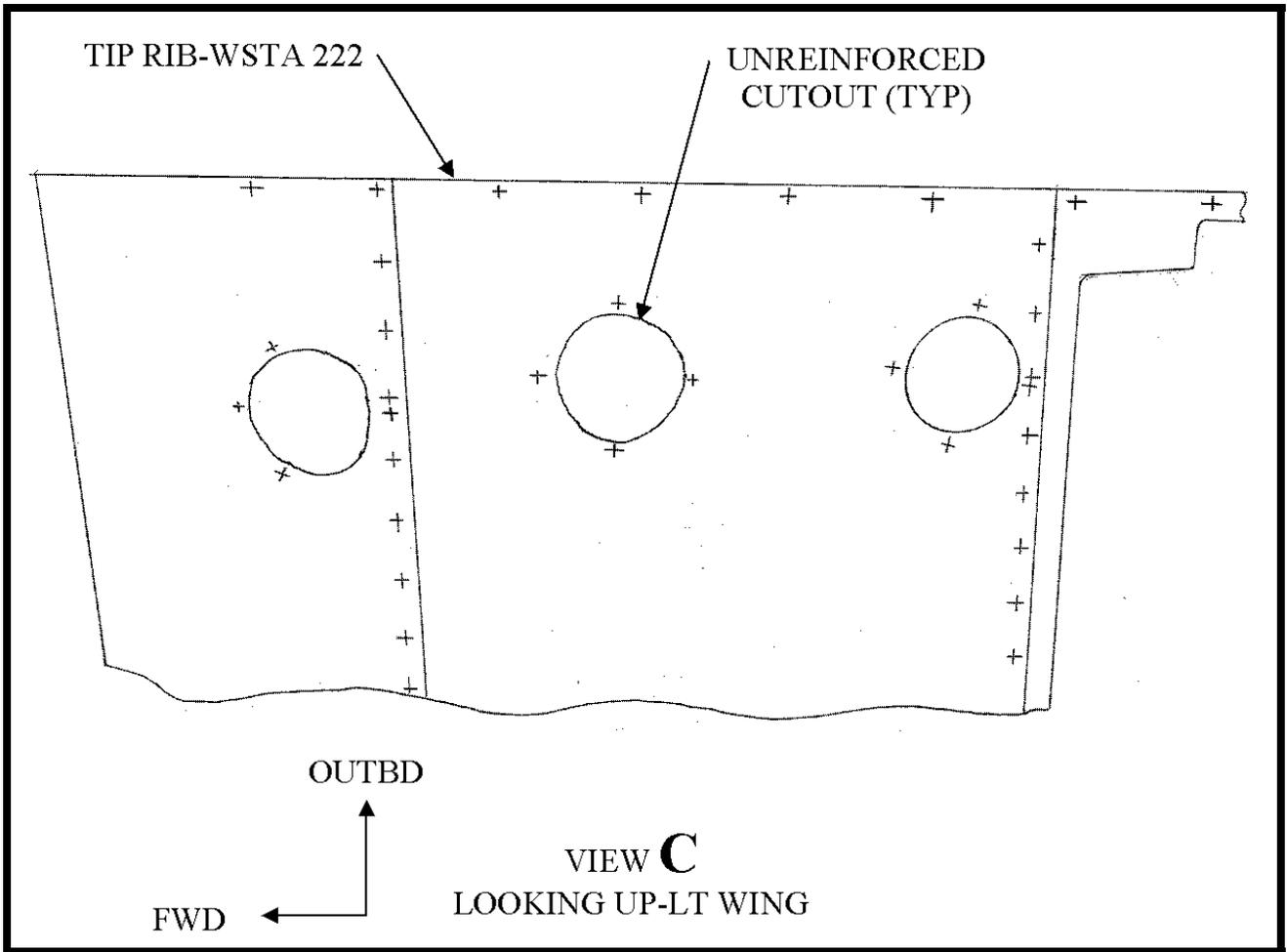


Figure 4

Appendix 1 to AD 2010-21-18 (Continued)

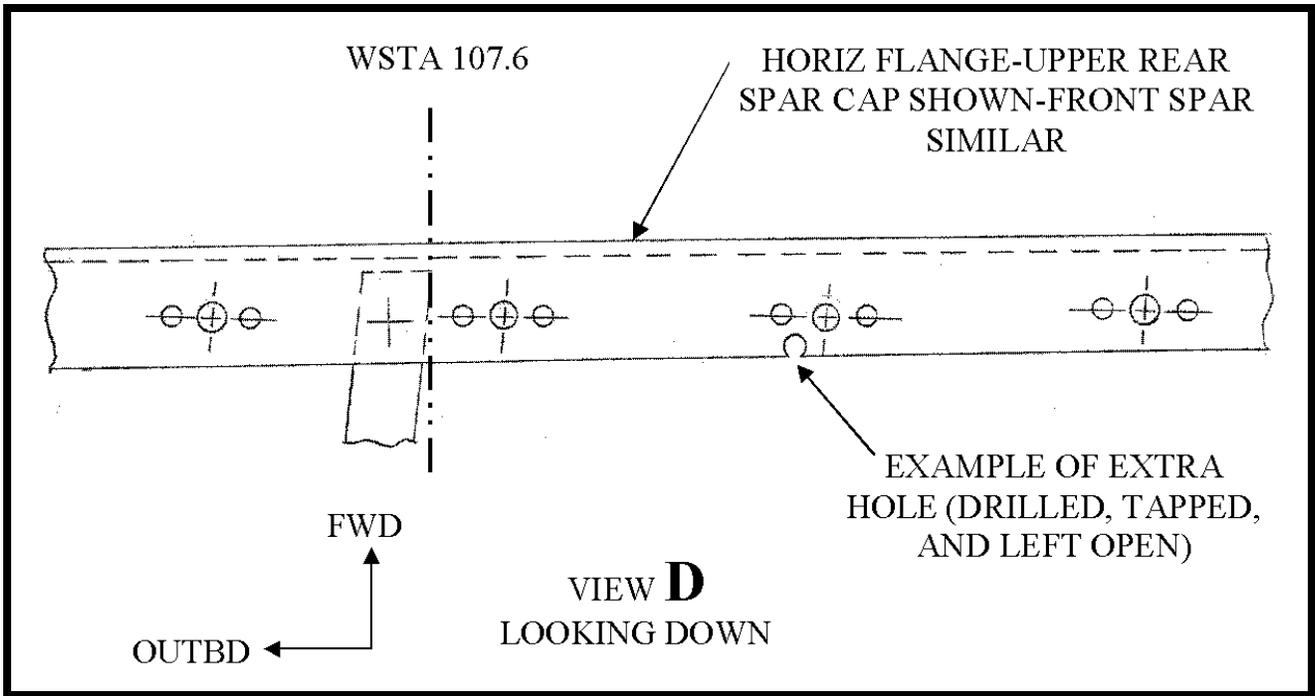


Figure 5

Appendix 1 to AD 2010-21-18 (Continued)

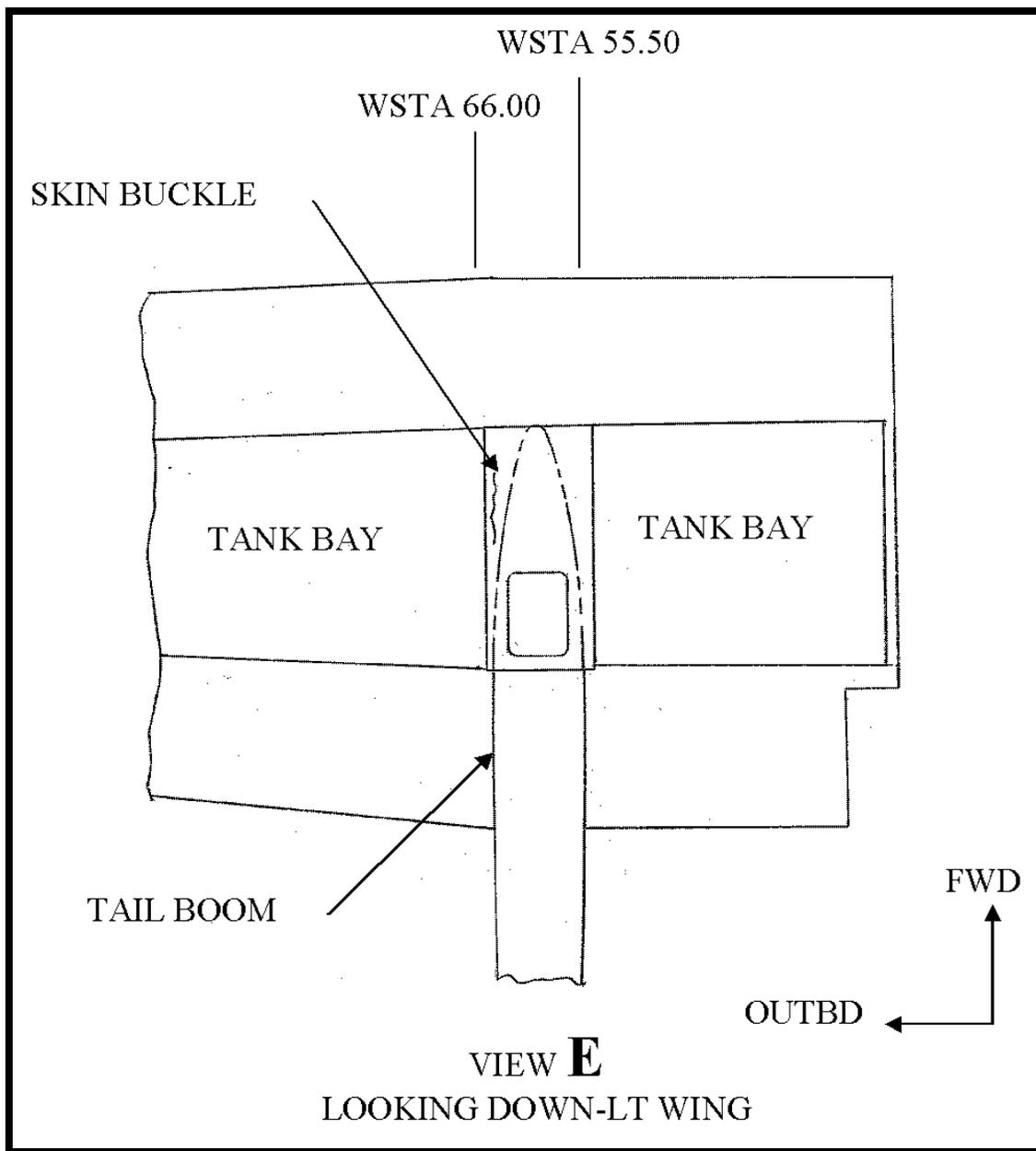


Figure 6

Appendix 1 to AD 2010-21-18 (Continued)

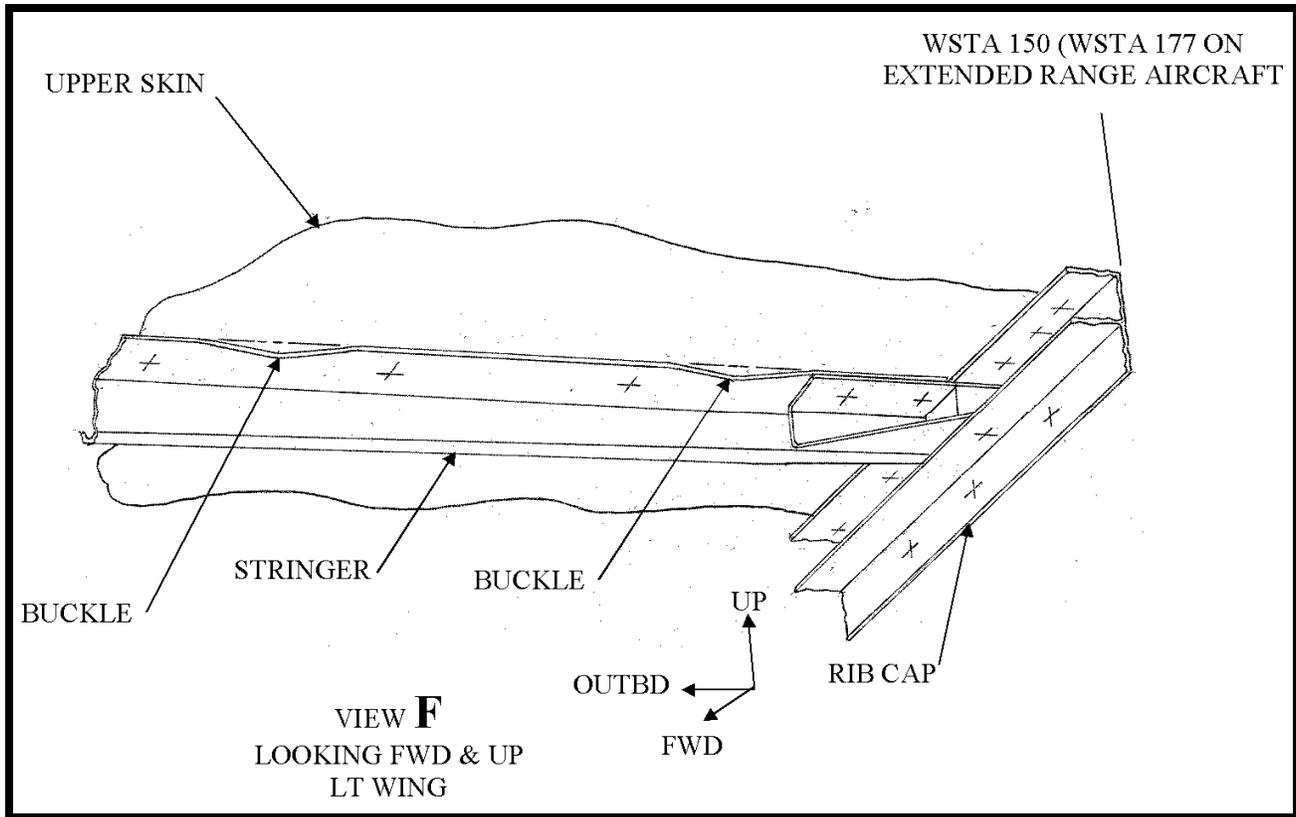


Figure 7

Appendix 2 to AD 2010-21-18—Airworthiness Limitations for the Aviation Enterprises Aircraft Manual Supplement

- (1) Limit the airplane MTOW to 4,700 LBS.
- (2) For airplane weights above 3,300 LBS, at least 12 gallons of fuel must be maintained in each wing tip.

Appendix 3 to AD 2010-21-18—Airworthiness Limitations for the Aviation Enterprises Aircraft Manual Supplement

- (1) Limit the MTOW to 4,000 LBS.
- (2) Limit the max maneuver to 2.5 G.
- (3) Limit V_a to 100 KCAS.
- (4) V_{no} to 105 KCAS.
- (5) Limit V_{ne} to 135 KCAS.
- (6) Limit operation to VFR only.

Issued in Kansas City, Missouri, on October 4, 2010.

Christina L. Marsh,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2010-22-08 Eurocopter France: Amendment 39-16487; Docket No. FAA-2010-0611; Directorate Identifier 2009-SW-18-AD.

Applicability: Model AS 350 B, BA, B1, B2, B3, and D, and Model AS355 E, F, F1, F2, and N helicopters, with a main rotor or tail rotor servo-control identified in Table 1, installed, certificated in any category.

Table 1

Component	Part No. (P/N)	Serial No. (S/N)
Main rotor servo-control	P/N SC5083	S/N 270M, 272M, 409M, 423M, 452M, or 1573
	P/N SC5083-1	S/N 2902 through 2921, inclusive
	P/N 5084	S/N 30, 84, 104, 186, 438, 575, or 695
	P/N 5084-1	S/N 1462 through 1481, inclusive
Tail rotor servo-control	P/N SC5072	S/N 222M, 306M, or 309

Compliance: Required, as indicated.

To prevent the distributor slide valve jamming in its sleeve, leading to reduced controllability of the rotors and subsequent loss of control of the helicopter, accomplish the following:

(a) Within the next 50 hours time-in-service (TIS), or when a "hard point" is detected in the flight controls, whichever occurs earlier, replace each installed servo control that has a serial number listed in Table 1 of this AD, with an airworthy servo control.

Note 1: Eurocopter EASB No. 01.00.58 and No. 01.00.53, both Revision 1, and dated April 19, 2007, which are not incorporated by reference, contain additional information about the subject of this AD.

(b) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Safety Management Group, Rotorcraft Directorate, FAA, ATTN: J. R. Holton, Aviation Safety Engineer, Regulations and Policy Group, ASW-111, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-4964, fax (817) 222-5961, for information about previously approved alternative methods of compliance.

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

(d) This amendment becomes effective on November 26, 2010.

Note 2: The subject of this AD is addressed in European Aviation Safety Agency (France) Emergency AD No. 2007-0141-E, dated May 21, 2007.

2010-22-08 2

Issued in Fort Worth, Texas, on October 12, 2010.
Kim Smith,
Manager, Rotorcraft Directorate,
Aircraft Certification Service.