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

BIWEEKLY 2009-15

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

U.S. Department of Transportation
Federal Aviation Administration
Regulatory Support Division
Delegation and Airworthiness Programs Branch, AIR-140
P. O. Box 26460
Oklahoma City, OK 73125-0460
FAX 405-954-4104

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;

Biweekly 2009-01

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

Biweekly 2009-02

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

Biweekly 2009-03

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

Biweekly 2009-04

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

Biweekly 2009-05

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

Biweekly 2009-06

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

Biweekly 2009-07

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

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;			
Biweekly 2009-08			
2006-08-08 R1	R	Air Tractor, Inc.	AT-400, AT-401, AT-401B, AT-402, AT-402A, and AT-402B
2009-07-08		Piper	PA-46-350P and PA46R-350T
2009-07-09		DORNIER Luftfahrt GmbH	228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, Dornier 228-202, and Dornier 228-212
2009-07-13		MD Helicopters, Inc.	Rotorcraft: MD900
2009-07-14		Diamond Aircraft Industries GmbH	DA 40
2009-08-03	S 2007-19-52	Bell Helicopter Textron Canada Limited	Rotorcraft: 206A, 206B, 206L, 206L-1, 206L-3, 206L-4, 222, 222B, 222U, 230, 407, 427, and 430
2009-08-05		Liberty Aerospace Incorporated	XL-2
Biweekly 2009-09			
2009-07-52	FR	Bell Helicopter Textron Canada Limited	Rotorcraft: 206A series, 206B series, and 206L
2009-08-08		Turbomeca	Engine: Arriel 1B, 1D, and 1D1, Arriel 2B, and 2B1
2009-08-09		EADS SOCATA	TBM 700
2009-08-10	S 2009-04-14	Pilatus Aircraft Ltd	PC-12/47E
2009-08-11		Pilatus Aircraft Ltd	PC-12 and PC-12/45
2009-09-51	E	EUROCOPTER FRANCE	Rotorcraft: EC225LP
Biweekly 2009-10			
2009-07-53	FR	Sikorsky Aircraft Corporation	Rotorcraft: S-92A
2009-09-03		Turbomeca S.A.	Engine: Arriel 2B and 2B1
2009-09-04		EADS-PZL	PZL-104 WILGA 80
2009-09-09		Cessna	LC40-550FG, LC41-550FG, LC42-550FG
Biweekly 2009-11			
2009-10-04	S 2007-17-06	Diamond Aircraft	DA 40, DA 40F
2009-10-09		Cessna	See AD
2009-10-14		Hartzell	Propeller: See AD
2009-11-05	S 2008-10-12	Air Tractor, Inc.	AT-400, AT-400A, AT-402A, AT-402B, AT-502, AT-502A, AT-502B, AT-503A, AT-602, AT-802, AT-802A
Biweekly 2009-12			
2009-11-01	S 95-21-12	Eurocopter Deutschland GmbH	Rotorcraft: MBB-BK 117 A-1, A-3, A-4, B-1, B-2, and C-1
2009-11-06		M7 Aerospace LP	SA226-AT, SA226-T, SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, and SA227-DC (C-26B)
2009-11-10		Eurocopter Deutschland GmbH	EC135
2009-12-51	E	Turbomeca S.A.	Engine: Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1
Biweekly 2009-13			
2009-12-01		Bell Helicopter Textron, Inc	See AD
2009-12-07		Agusta S.p.A	Rotorcraft : A109E, A109S, A119, and AW119MKII
2009-12-12		ATR-GIE Avions de Transport Régional	ATR42-500, ATR72-212A
2009-12-14		Aeromot-Industria Mecanico Metalurgica Ltda	Glider: AMT-100, AMT-200, AMT-200S, AMT-300
2009-12-15		GROB-Werke	G120A
2009-12-16		Dornier Luftfahrt GmbH	228-100, 228-101, 228-200, 228-201, 228-202, 228-212
2009-13-01		Sikorsky	Rotorcraft: S-92A
2009-13-04		Dornier Luftfahrt GmbH	228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, Dornier 228-202, and Dornier 228-212
2009-13-05		Socata	TBM 700
2009-13-06		Piper	See AD

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AD No.	Information	Manufacturer	Applicability
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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



2009-14-10 EADS-PZL Warszawa-Okecie S.A.: Amendment 39-15960; Docket No. FAA-2009-0446; Directorate Identifier 2009-CE-024-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective August 12, 2009.

Affected ADs

- (b) This AD supersedes AD 2009-09-04, Amendment 39-15890.

Applicability

- (c) This AD applies to Model PZL-104 WILGA 80 airplanes, all serial numbers, certificated in any category.

Subject

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

Reason

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

An inspection of a PZL-104 aeroplane that had a relatively long operational background revealed a severe corrosion of the steel front fuselage structural elements.

It is likely that such corrosion can also be present on other aeroplanes of similar design and operational history.

If left uncorrected, this condition could lead to loss of strength of the structural front posts elements and consequent reduction of the structural strength of the aeroplane.

For the reason stated above, this Airworthiness Directive (AD) mandates inspecting the fuselage front posts, repairing any corrosion found and replacing pads made of foam rubber by pads made of Neoprene to prevent water ingress.

Actions and Compliance

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

- (1) Within 12 years from date of manufacture or within the next 2 months after May 18, 2009 (the effective date of AD 2009-09-04), whichever occurs later, inspect the fuselage front posts for signs of corrosion following paragraph 6.A. of EADS PZL "Warszawa-Okecie" S.A. Mandatory Bulletin No. 10409036, dated March 18, 2009.

(2) If corrosion or any corrosion damage is found during the inspection required in paragraph (f)(1) of this AD, before further flight, repair or replace any parts where corrosion or corrosion damage was found in accordance with an FAA-approved repair solution obtained from EADS-PZL "Warszawa-Okecie" S.A, Aleja Krakowska 110/114, 00-971 Warszawa, Poland; telephone: +48 22 577 22 11; fax: +48 22 577 22 03; e-mail: eadsplz@plz.eads.net.

(3) Within 12 years from date of manufacture or within the next 2 months after May 18, 2009 (the effective date of AD 2009-09-04), whichever occurs later, replace the rear glass padding following paragraph 6.C. of EADS PZL "Warszawa-Okecie" S.A. Mandatory Bulletin No. 10409036, dated March 18, 2009.

(4) Within 2 months after August 12, 2009 (the effective date of this AD), amend the approved operator's airplane maintenance program to incorporate the applicable tasks as described in PZL-104 Wilga 80 Maintenance Manual, pages 5-4 and 25-10, dated April 7, 2009.

FAA AD Differences

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

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to Attn: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) MCAI European Aviation Safety Agency (EASA) AD No.: 2009-0072, dated March 31, 2009, EADS PZL "Warszawa-
[[Page 32428]]

Okecie" S.A. Mandatory Bulletin No. 10409036, dated March 18, 2009; and PZL-104 Wilga 80 Maintenance Manual, pages 5-4 and 25-10, dated April 7, 2009, for related information.

Material Incorporated by Reference

(h) You must use EADS PZL “Warszawa-Okęcie” S.A. Mandatory Bulletin No. 10409036, dated March 18, 2009; and PZL-104 Wilga 80 Maintenance Manual, pages 5-4 and 25-10, dated April 7, 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 PZL-104 Wilga 80 Maintenance Manual, pages 5-4 and 25-10, dated April 7, 2009, under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On May 18, 2009 (74 FR 18979; April 27, 2009), the Director of the Federal Register previously approved the incorporation by reference of EADS PZL “Warszawa-Okęcie” S.A. Mandatory Bulletin No. 10409036, dated March 18, 2009.

(3) For service information identified in this AD, contact EADS-PZL “Warszawa-Okęcie” S.A., Aleja Krakowska 110/114, 00-971 Warszawa, Poland; telephone: +48 22 577 22 11; fax: +48 22 577 22 03; e-mail: eadsplz@plz.eads.net; Internet: http://www.eads.net/1024/en/businet/airbus/airbus_military/pzl/pzl.html.

(4) 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.

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

Issued in Kansas City, Missouri, on June 30, 2009.

Scott A. Horn,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E9-15917 Filed 7-7-09; 8:45 am]



2009-14-11 Turbomeca S.A.: Amendment 39-15961. Docket No. FAA-2009-0330; Directorate Identifier 2008-NE-43-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective August 19, 2009.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Turbomeca S.A. ARRIUS 2F turboshaft engines with P3 air pipe, part number 0319719180, installed. These engines are installed on, but not limited to, Eurocopter EC120B helicopters.

Reason

(d) Rubs between the pipe and the bulkhead may lead to premature wearing and finally rupture of the P3 air pipe. The loss of P3 air pressure would then force the fuel control system to idle which could have a detrimental effect in critical phases of flight.

We are issuing this AD to prevent an uncommanded power loss, which could result in an emergency autorotation landing or accident.

Actions and Compliance

(e) Unless already done, do the following actions within 100 operating hours after the effective date of this AD. Use paragraphs 2.B.(1) through 2.C.(2) of Turbomeca Mandatory Service Bulletin No. 319 75 4810, dated May 14, 2008.

- (1) Visually inspect P3 air pipe (first section) and RH rear half-wall.
- (2) Inspect play between P3 air pipe (first section) and RH rear half-wall.
- (3) Replace P3 air pipe (first section) if any damage is found.
- (4) Readjust the first section of the P3 air pipe if the inspected clearance is found to be not compliant.
- (5) If the play after readjusting the first section of the P3 air pipe is still less than 0.5 mm, repeat paragraphs (e)(1) through (e)(4) of this AD within intervals of 100 hours time-since-last inspection.
- (6) Replace RH rear half-wall if any damage is found.

FAA AD Differences

(f) None.

Other FAA AD Provisions

(g) Alternative Methods of Compliance (AMOCs): The Manager, Engine Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

(h) Refer to MCAI EASA Airworthiness Directive 2008-0134R1, dated February 17, 2009, and Turbomeca S.A. Mandatory Service Bulletin No. 319 75 4810, dated May 14, 2008, for related information. Contact Turbomeca, 40220 Tarnos, France; telephone 33 (0)5 59 74 40 00; telex 570 042; fax 33 (0)5 59 74 45 15, for a copy of this service information.

(i) Contact James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: james.lawrence@faa.gov; telephone (781) 238-7176; fax (781) 238-7199, for more information about this AD.

Material Incorporated by Reference

(j) You must use Turbomeca Mandatory Service Bulletin No. 319 75 4810, dated May 14, 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 Turbomeca, 40220 Tarnos, France; telephone 33 (0)5 59 74 40 00; telex 570 042; fax 33 (0)5 59 74 45 15.

(3) You may review copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on June 30, 2009.

Francis A. Favara,
Manager, Engine and Propeller Directorate,
Aircraft Certification Service.



2009-14-13 Pilatus Aircraft Ltd.: Amendment 39-15963; Docket No. FAA-2009-0437; Directorate Identifier 2009-CE-018-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective August 19, 2009.

Affected ADs

- (b) This AD supersedes AD 2003-14-07, Amendment 39-13226.

Applicability

(c) This AD applies to the following model and serial number airplanes, certificated in any category:

- (1) Models PC-12, PC-12/45, PC-12/47, manufacturer serial numbers (MSNs) 101 through 544 and MSNs 546 through 888; and
- (2) Model PC-12/47E, MSN 545 and MSNs 1001 through 1150.

Subject

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

Reason

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

FOCA AD HB 2002-271 was issued because the Nose Landing Gear (NLG) Right Hand (RH) upper drag link, Part Number (P/N) 532.20.12.140 was found broken on some aircraft due to fatigue cracking, and therefore a life limit of 4,000 landings was introduced.

Recent investigation of a new occurrence revealed that the replacement part NLG RH upper drag link P/N 532.20.12.289 also suffered fatigue cracking, however on a different location.

Complete failure of the NLG RH upper drag link could result in NLG collapse during landing. To address that condition, this AD is issued to mandate the implementation of the latest revision of the PC-12 Aircraft Maintenance Manual (AMM) chapter 4–

airworthiness limitations section—by establishing repetitive inspections for the NLG RH upper drag links P/N 532.20.12.140 and P/N 532.20.12.289.

and

This Airworthiness Directive (AD) is prompted by reports of several in-service cracked torque tubes. A reduced wall thickness produced during the manufacturing process has been determined to be the initial cause. Additionally, all the involved torque tubes have been found to show fatigue cracking problems.

Such a condition, if left uncorrected, could lead to failure of the torque tube and result in loss of the steering control on ground and consequent unsafe condition.

For the reason described above, this new AD mandates the replacement of certain torque tubes by new ones of an improved design and the latest revision of chapter 4 "limitations" of the PC-12 Aircraft Maintenance Manual (AMM) which introduces the new life limit for torque tubes with Part Number (P/N) 532.50.12.047.

Actions and Compliance

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

(1) Limitations Section Actions: For all airplanes, before further flight after August 19, 2009 (the effective date of this AD), insert Structural and Component Limitations—Airworthiness Limitations, document 12-A-04-00-00A-000T-A, dated January 28, 2009 (for PC-12, PC-12/45, PC-12/47), and Structural and Component Limitations—Airworthiness Limitations, document 12-B-04-00-00-00A-000A-A, dated January 27, 2009 (for PC-12/47E), into the Limitations section of the FAA approved maintenance program (e.g., maintenance manual). The limitations section revision does the following:

(i) Establishes a life limit for torque tube P/N 532.50.12.047 and does not impose a life limit on torque tube P/N 532.50.12.064;

(ii) Requires doing initial and repetitive inspections of nose landing gear right hand upper drag link P/N 532.20.12.140 (for PC-12 and PC-12/45 airplanes) or P/N 532.20.12.289 (for all airplanes) in accordance with the time limits specified in the revision. The limitations do not allow installation of the upper drag link P/N 532.20.12.140 on PC-12/47 and PC-12/47E airplanes. The 4,000 landing limit for the upper drag link P/N 532.20.12.140 installed on the PC-12 and PC-12/45 is retained from AD 2003-14-07 through this limitation requirement; and

(iii) Does not require doing initial and repetitive inspections of nose landing gear right hand upper drag link P/N 532.20.12.296; therefore, installation of upper drag link P/N 532.20.12.296 terminates the inspection requirement referenced in paragraph (f)(1)(ii) of this AD.

(2) Additional Torque Tube Actions:

(i) For PC-12 and PC-12/45, S/N 101 through 299, airplanes: Within the next 100 hours time-in-service (TIS) after August 19, 2009 (the effective date of this AD) or 1 year after August 19, 2009 (the effective date of this AD), whichever occurs first, replace the torque tube P/N 532.50.12.047 with torque tube P/N 532.50.12.064 following PILATUS AIRCRAFT LTD. Service Bulletin No: 32-021, dated November 21, 2008.

(ii) For all airplanes: As of August 19, 2009 (the effective date of this AD), do not install torque tube P/N 532.50.12.047.

FAA AD Differences

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

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Special Flight Permit

(i) We are limiting the special flight permits for this AD by requiring you to fly with the landing gear extended in order to reach the nearest maintenance facility where the inspection or replacement is done. Consult the airplane flight manual or contact PILATUS AIRCRAFT LTD. for the additional limitations for flight with landing gear extended.

Related Information

(j) Refer to MCAI (two different MCAI) AD No.: 2009-0086 dated April 14, 2009, and AD No.: 2009-0060 dated March 11, 2009; PILATUS AIRCRAFT LTD. Service Bulletin No: 32-021, dated November 21, 2008; Structural and Component Limitations–Airworthiness Limitations, document 12-A-04-00-00-00A-000T-A, dated January 28, 2009; and Structural and Component Limitations–Airworthiness Limitations, document 12-B-04-00-00-00A-000A-A, dated January 27, 2009, for related information.

Material Incorporated by Reference

(k) You must use PILATUS AIRCRAFT LTD. Service Bulletin No: 32-021, dated November 21, 2008; Structural and Component Limitations–Airworthiness Limitations, document 12-A-04-00-00-00A-000T-A, dated January 28, 2009; and Structural and Component Limitations–Airworthiness Limitations, document 12-B-04-00-00-00A-000A-A, dated January 27, 2009, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact PILATUS AIRCRAFT LTD., Customer Service Manager, CH-6371 STANS, Switzerland; telephone: +41 (0)41 619 62 08; fax: +41 (0)41 619 73 11; Internet: <http://www.pilatus-aircraft.com/>, or e-mail: SupportPC12@pilatus-aircraft.com.

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

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

Issued in Kansas City, Missouri, on July 1, 2009.

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



2009-15-01 Hawker Beechcraft Corporation (Type Certificate previously held by Raytheon Aircraft Company): Amendment 39-15964; Docket No. FAA-2009-0633; Directorate Identifier 2009-CE-037-AD.

Effective Date

(a) This AD becomes effective on July 27, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Model G36 airplanes, serial numbers E-3630, E-3636 through E-3817, E-3819 through E-3834, E-3836 through E-3887, E-3889 through E-3896, E-3898, and E-3899, that are certificated in any category.

Unsafe Condition

(d) This AD results from reports of chafing between the wire harness/connector(s) and fuel line. We are issuing this AD to detect and correct improper installation and/or chafing between the wire harness/connector(s) and fuel line. This chafing could lead to fuel leaking into the cockpit and fire in the cockpit if wiring arcs through the fuel line.

Compliance

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

Actions	Compliance	Procedures
(1) Inspect for improper installation of the P60 / J60 electrical connector, associated wiring, and fuel line. Also inspect for any chafing damage of the electrical wiring and fuel line.	Within 10 hours time-in-service (TIS) after July 27, 2009 (the effective date of this AD) or 6 calendar months after July 27, 2009 (the effective date of this AD), whichever occurs first.	Follow Hawker Beechcraft Mandatory Service Bulletin SB 28-3967, dated June 2009.

(2) If, as a result of the inspection required by paragraph (e)(1) of this AD, you find any improper installation of the P60 / J60 electrical connector, associated wiring, or fuel line, correct the installation of the P60 / J60 electrical connector, associated wiring, and fuel line. If, as a result of the inspection required by paragraph (e)(1) of this AD, you find any chafing damage of the electrical wiring or fuel line, replace or repair the damaged parts.	Before further flight after the inspection required by paragraph (e)(1) of this AD.	Follow Hawker Beechcraft Mandatory Service Bulletin SB 28-3967, dated June 2009.
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Alternative Methods of Compliance (AMOCs)

(f) The Manager, Wichita Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to Attn: Jeff Pretz, Aerospace Engineer, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4153; fax: (316) 946-4107. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

Material Incorporated by Reference

(g) You must use Hawker Beechcraft Mandatory Service Bulletin SB 28-3967, dated June 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 Hawker Beechcraft Corporation, Attn: Piston Technical Support, P.O. Box 85, Wichita, Kansas 67201; telephone: (800) 429-5372; fax: (316) 676-8745; E-mail: tmdc@hawkerbeechcraft.com; Internet: <http://www.hawkerbeechcraft.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 July 2, 2009.
 Scott A. Horn,
 Acting Manager, Small Airplane Directorate,
 Aircraft Certification Service.



2009-15-05 Cessna Aircraft Company: Amendment 39-15968; Docket No. FAA-2009-0638; Directorate Identifier 2009-CE-038-AD.

Effective Date

(a) This AD becomes effective on July 27, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the following airplane models and serial numbers that are certificated in any category:

Model	Serial Numbers
208	20800500 through 20800504
208B	208B1216, 208B2001, 208B2003 through 208B2023, 208B2025 through 208B2029, 208B2031 through 208B2037, 208B2040, 208B2042, and 208B2043

Unsafe Condition

(d) This AD is the result of two reported incidences of slack bridle cables with the swaged balls unseated from their drum recesses. We are issuing this AD to detect and correct loose bridle cable clamps, which could result in the swaged ball unseating from the recess in the servo drum and contacting the cable guard pin. This failure could lead to very limited control of the rudder and/or aileron with consequent loss of control.

Compliance

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

Actions	Compliance	Procedures
(1) Measure and adjust as necessary, the roll bridle cable tension and yaw bridle cable tension, and torque the 12 bridle cable clamp screws.	Within the next 10 hours time-in-service after July 27, 2009 (the effective date of this AD).	Follow Accomplishment Instructions, paragraphs 2. through 7., of Cessna Aircraft Company Caravan Service Bulletin CAB08-9, dated November 24, 2008.
(2) Use the form (Figure 1 of this AD) to report the results of the inspections required in paragraph (e)(1) of this AD. The Office of Management and Budget (OMB) approved the information collection requirements contained in this regulation under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.) and assigned OMB Control Number 2120-0056.	Within 10 days after the inspection required in paragraph (e)(1). If Cessna Aircraft Company Caravan Service Bulletin CAB08-9, dated November 24, 2008, was done before July 27, 2009 (the effective date of this AD) the report is not required.	Send the report to the FAA at the address specified in paragraph (f) of this AD.

AD 2009-15-05 Inspection Report	
(If the SB was done before the effective date of this AD, this report does not need to be completed and returned to the Wichita ACO)	
Airplane Model	
Airplane Serial Number	
Did you find the yaw bridle cable tension to be within the range of 15-25 lbs?	
Did you find the roll bridle cable tension to be within the range of 10-14 lbs?	
Were any other discrepancies noted during the inspection?	
Name	
Telephone and/or email address	
Date	
<p><i>Send report to:</i> Ann Johnson, Aerospace Engineer ACE-116W, Wichita Aircraft Certification Office 1801 Airport Road, Room 100 Wichita, KS 67209 <i>fax:</i> (316) 946-4107 <i>email:</i> ann.johnson@faa.gov</p>	

Figure 1**Alternative Methods of Compliance (AMOCs)**

(f) The Manager, Wichita Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to Attn: Ann Johnson, Aerospace Engineer, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4105; fax: (316) 946-4107; E-mail: ann.johnson@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.

Material Incorporated by Reference

(g) You must use Cessna Aircraft Company Caravan Service Bulletin CAB08-9, dated November 24, 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 Cessna Aircraft Company, Product Support, P.O. Box 7706; Wichita, Kansas 67277; telephone: (316) 517-5800; fax: (316) 942-9006; Internet: <http://www.cessna.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 July 6, 2009.

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