



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

BIWEEKLY 2010-26

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

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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

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AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;			
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
2010-10-10		Hawker Beechcraft	390
2010-10-14		Eurocopter France	Rotorcraft: AS332L2
2010-10-15		Eurocopter France	Rotorcraft: AS332L1 and AS332L2
2010-11-51	E	Eurocopter France	Rotorcraft: AS350B, BA, B1, B2, C, D, and D1 helicopters and Model AS355E, F, F1, F2, and N
2010-11-52	E	Sikorsky Aircraft	Rotorcraft: S-76A, B, and C

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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

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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

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Biweekly 2010-22			
2010-20-21 2010-21-01	COR	Agusta S.p.A. Eurocopter France	Rotorcraft: A109E Rotorcraft: AS350B, BA, B1, B2, B3, D, AS355E, F, F1, F2, and N
2010-21-07 2010-21-08 2010-21-09 2010-21-14 2010-21-18		Eurocopter France Piaggio Aero Industries S.p.A. Piaggio Aero Industries S.p.A. Piaggio Aero Industries S.p.A. Cessna Aircraft Company	Rotorcraft: AS350B3 and EC130 B4 P-180 P-180 P-180 336, 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
Biweekly 2010-23			
2010-22-07 2010-22-09 2010-23-01 2010-23-02	S 2006-26-51	Eurocopter Deutschland Pilatus Aircraft Piaggio Aero Industries Eurocopter France	Rotorcraft: MBB-BK 117 C-2 PC-7 P-180 Rotorcraft: SA-365N, SA-365N1, AS-365N2, and AS 365 N3
2010-23-09		Austro Engine	Engine: E4 diesel piston
Biweekly 2010-24			
96-18-05 R1		Bell Helicopter Textron Canada	Rotorcraft: 206L, 206L-1, and 206L-3
2008-26-10 2010-18-52 2010-23-16 2010-23-17 2010-23-22 2010-23-23 2010-23-24 2010-24-04 2010-24-51 2010-24-52	COR S 2009-23-51 E E, S 2010-24-51	Cessna MD Helicopters EMBRAER See AD Eurocopter France Eurocopter France Sikorsky Sikorsky Bell Helicopter Textron, Inc. Bell Helicopter Textron, Inc.	See AD Rotorcraft: MD900 EMB-500 See AD Rotorcraft: AS332L2 Rotorcraft: SA330F, G, J, and AS332C, L, L1, and L2 Rotorcraft: S-70A and S-70C Rotorcraft: S-92A Rotorcraft: 212 Rotorcraft: 212
Biweekly 2010-25			
2010-10-17	COR, S 97-25-02, 2000-02-25, 2006-15-07, 2006-17-01	Mitsubishi Heavy Industries	MU-2B-25, MU-2B-26, MU-2B-26A, MU-2B-36A, MU-2B-40, MU-2B-60, MU-2B-35, MU-2B-36, MU-2B, MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, MU-2B-26, MU-2B-30, MU-2B-35, MU-2B-36
2010-19-51		Bell Helicopter Textron Canada	Rotorcraft: 222, 222B, 222U, 230, and 430
2010-23-28 2010-24-03	S 2009-23-12	SOCATA Robinson Helicopter	TBM 700 Rotorcraft: R22, R22 Alpha, R22 Beta, R22 Mariner, R44, and R44 II
2010-24-05 2010-24-10 2010-25-51	E, S 2010-24-52	Pratt & Whitney Canada Centrair Bell Helicopter Textron, Inc.	Engine: PW305A and PW305B turboprop Glider: 101, 101A, 101P, and 101AP Rotorcraft: 212

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

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Biweekly 2010-26

2010-25-01		Diamond Aircraft	DA 40 and DA 40F
2010-25-02		British Aerospace Regional Aircraft	Jetstream Series 3101 and Jetstream Model 3201
2010-26-02	S 2004-03-29, S 2008-14-12	Pacific Aerospace Limited	FU24-954 and FU24A-954
2010-26-03	S 2008-07-10	Hawker Beechcraft	B200, B200GT, B300, B300C (C-12W)
2010-26-51	E, S 2009-08-03	Bell Helicopter	Rotorcraft: 206A, 206B, 206L, 206L-1, 206L-3, 206L-4, 222, 222B, 222U, 230, 407, 427, and 430
2010-26-52	E, S 2007-19-53	Bell Helicopter	Rotorcraft: 204B, 205A, 205A-1, 205B, 210, 212, 412, 412CF, and 412EP
2010-26-53	E	Cessna Aircraft	LC41-550FG and LC42-550FG
2010-26-54	E	Cessna Aircraft	LC41-550FG and LC42-550FG
2011-01-51	S 2010-26-53 E	Piaggio	P-180



2010-25-01 Diamond Aircraft Industries GmbH: Amendment 39-16534; Docket No. FAA-2010-0845; Directorate Identifier 2010-CE-044-AD.

Effective Date

(a) This AD is effective January 11, 2011.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Diamond Aircraft Industries GmbH Models DA 40 and DA 40F airplanes, all serial numbers (S/N), that are certificated in any category.

Subject

(d) Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 52, Doors.

Unsafe Condition

(e) This AD was prompted by several reports of the rear passenger door departing the airplane in flight. We are issuing this AD to change the emergency open doors procedure and retrofit the rear passenger door retaining bracket, which if not corrected could result in the rear passenger door departing the airplane in flight.

Compliance

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

Actions	Compliance	Procedures
(1) <u>For all S/N</u> : Incorporate Diamond Aircraft Temporary Revision TR-MÄM 40-428, page 3-37b, dated April 30, 2010, into the FAA-approved airplane flight manual.	Within 6 months after January 11, 2011 (the effective date of this AD).	Follow Diamond Aircraft Temporary Revision TR-MÄM 40-428, Cover Page, dated April 30, 2010.

(2) For Model DA 40, S/N 40.006 through 40.009, 40.011 through 40.081, 40.084, and 40.201 through 40.749; and Model DA 40F S/N 40.FC001 through 40.FC009: Replace the rear passenger door retaining bracket with an improved design retaining bracket.	Within 6 months after January 11, 2011 (the effective date of this AD).	Follow Diamond Aircraft Industries GmbH Mandatory Service Bulletin NO. MSB 40-070 / NO. MSB D4-079 / NO. MSB F4-024, dated April 30, 2010; and Diamond Aircraft Industries GmbH Work Instruction WI-MSB 40-070 / WI-MSB D4-079 / WI-MSB F4-024, dated April 30, 2010.
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Alternative Methods of Compliance (AMOCs)

(g)(1) 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. 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, your local Flight Standards District.

Related Information

(h) For more information about this AD, contact Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4144; fax: (816) 329-4090; e-mail: mike.kiesov@faa.gov.

Material Incorporated by Reference

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

Table 1 – All material incorporated by reference

Document	Revision	Date
Diamond Aircraft Temporary Revision TR-MÄM 40-428, Cover Page and page 3-37b	Not Applicable	April 30, 2010
Diamond Aircraft Industries GmbH Mandatory Service Bulletin NO. MSB 40-070 / NO. MSB D4-079 / NO. MSB F4-024	Not Applicable	April 30, 2010
Diamond Aircraft Industries GmbH Work Instruction WI-MSB 40-070 / WI-MSB D4-079 / WI-MSB F4-024	0	April 30, 2010

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

(2) For service information identified in this AD, contact Diamond Aircraft Industries GmbH, N.A. Otto-Straße 5, A-2700 Wiener Neustadt, Austria, telephone: +43 2622 26700; fax: +43 2622 26780; e-mail: office@diamond-air.at; Internet: <http://www.diamond-air.at>.

(3) You may review copies of the service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call 816-329-4148.

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

Issued in Kansas City, Missouri, on November 23, 2010.

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



2010-25-02 British Aerospace Regional Aircraft: Amendment 39-16535; Docket No. FAA-2010-0942; Directorate Identifier 2010-CE-049-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective January 11, 2011.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to British Aerospace Regional Aircraft Models Jetstream Series 3101 and Jetstream Model 3201 airplanes, all serial numbers, 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:

As a result of the fatigue-testing programme on the Jetstream fatigue test specimen, it has been identified that failure of the undercarriage jack mounting shaft assembly can occur.

This condition, if not corrected, could lead to a Main Landing Gear (MLG) collapse on the ground or during landing and consequently damage to the aeroplane or injury to the occupants.

BAE SYSTEMS have now defined safe life limits for these components.

For the reasons described above, this AD requires the application of safe life limits to these components.

Actions and Compliance

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

(1) Within 30 days after January 11, 2011 (the effective date of this AD), establish the number of flight cycles (landings) accumulated since installation of each left and right main landing gear radius rod mounting shaft assemblies following paragraph 2.(A) of BAE Systems British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 05-JA090143, dated April 30, 2009.

(2) Replace the left and right main landing gear radius rod mounting shaft assembly with an airworthy assembly following British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-JA990142, dated March 26, 1999, within the following:

(i) For Model Jetstream Series 3101: Within 38,220 total landings accumulated on each main landing gear radius rod mounting shaft assembly or within 1,000 landings after January 11, 2011 (the effective date of this AD), whichever occurs later; and

(ii) For Model Jetstream Model 3201: Within 31,038 total landings accumulated on each main landing gear radius rod mounting shaft assembly or within 1,000 landings after January 11, 2011 (the effective date of this AD), whichever occurs later.

(3) After replacing each main landing gear radius rod mounting shaft assembly as required by paragraph (f)(2) of this AD, repetitively thereafter replace each assembly with an airworthy assembly at intervals not to exceed the following life limits:

(i) For Model Jetstream Series 3101: Within 38,220 total landings; and

(ii) For Model Jetstream Model 3201: Within 31,038 total landings.

(4) For operators that do not have landing records, determine the number of landings by multiplying the number of hours time-in-service (TIS) accumulated on each main landing gear radius rod mounting shaft assembly by 0.75. For the purpose of this AD:

(i) 1,000 landings equals 1,333 hours TIS;

(ii) 31,038 landings equals 41,384 hours TIS; and

(iii) 38,220 landings equals 50,960 hours TIS.

(5) Compliance with the life limits set in paragraph (f)(3) of this AD may be done by incorporating these limits into the limitations section of the aircraft maintenance manual. You may do this by inserting a copy of this AD into the limitations section of aircraft maintenance manual.

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: Taylor Martin, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4138; fax: (816) 329-4090; e-mail: taylor.martin@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.: 2010-0162, dated August 4, 2010; BAE Systems British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 05-JA090143, dated April 30, 2009; and British Aerospace Regional Aircraft British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-JA990142, dated March 26, 1999, for related information.

Material Incorporated by Reference

(i) You must use BAE Systems British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 05-JA090143, dated April 30, 2009; and British Aerospace Regional Aircraft British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-JA990142, dated March 26, 1999, 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 BAE Systems (Operations) Ltd, Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, United Kingdom; telephone +44 1292 675207, fax: +44 1292 675704; e-mail: RApublications@baesystems.com.

(3) You may review copies of the referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call 816-329-4148.

(4) You may also review copies of the service information 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 November 23, 2010.

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



2010-26-02 Pacific Aerospace Limited: Amendment 39-16541; Docket No. FAA-2010-1021; Directorate Identifier 2010-CE-053-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective January 20, 2011.

Affected ADs

- (b) This AD supersedes AD 2004-03-29, Amendment 39-13473 and AD 2008-14-12, Amendment 39-15607.

Applicability

- (c) This AD applies to Pacific Aerospace Limited FU24-954 and FU24A-954 airplanes, all serial numbers, certificated in any category.

Subject

- (d) Air Transport Association of America (ATA) Code 55: Stabilizers.

Reason

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

To prevent possible in-flight failure of the vertical stabiliser, leading to loss of control of the aircraft * * *

Replace the vertical stabiliser with P/N 08-32005-2 by accomplishing modification PAC/FU/0345 in accordance with the instructions in Pacific Aerospace Limited Mandatory SB No. PACSB/FU/094 issue 1 dated 14 August 2008 * * *

The MCAI requires replacement of the vertical stabilizer with a new design that incorporates a forward spar and is a failsafe structure.

Actions and Compliance

- (f) For airplanes that have not been modified by installation of vertical stabilizer part number (P/N) 08-32005-2, do the following actions:

- (1) As of August 21, 2008 (the effective date retained from AD 2008-14-12), before the first flight of each day, visually inspect the vertical stabilizer leading edge skin and fin for any cracking, corrosion, scratches, dents, creases, and/or buckling and repair as necessary. All non-transparent protective coatings and their adhesive must be removed for this inspection.

(2) Within 100 hours time-in-service (TIS) after August 21, 2008 (the effective date retained from AD 2008-14-12), and repetitively thereafter at intervals not to exceed 100 hours TIS, perform a detailed inspection of the vertical stabilizer leading edge skin, leading edge, fin skin, and the fin forward attachment point for any cracking, corrosion, scratches, dents, creases, and/or buckling to include:

(i) Inspection of the entire leading edge down to the forward attach fitting and removal of dorsal fin extensions, if installed, to inspect the obscured areas of the fin.

(ii) Inspection of the fin skin for corrosion and cracks, paying particular attention to the center rib rivet holes and the skin joint at the fin base.

(iii) Inspection of the fin forward attachment point for corrosion, removal of the fin tip, and inspection of the top rib for cracks at the skin stiffener cut outs.

(3) If any damage is found during any inspection required in paragraph (f)(1) or (f)(2) of this AD, before further flight, obtain an FAA-approved repair scheme from the manufacturer and incorporate that repair. Contact the manufacturer for the repair scheme by one of the methods listed in the Related Information section of this AD.

(4) The following transparent polyurethane protective tapes have been assessed as suitable for use to re-protect the leading edge and may remain in situ for subsequent inspections, provided they are sound and in a condition to permit visual inspection of the skin beneath them:

Manufacturer	Product
(i) 3M	8591, or 8671, 8672 and 8681HS (aeronautical grade)
(ii) Scapa	Aeroshield P2604 (transparent)

Note 1: You may apply for an alternative method of compliance (AMOC) for an alternative to the transparent polyurethane protective tapes listed above.

(5) Within 6 months after January 20, 2011 (the effective date of this AD), replace the vertical stabilizer with P/N 08-32005-2 following Pacific Aerospace Limited Mandatory Service Bulletin PACSB/FU/094, Issue 1, dated August 14, 2008. Installation of vertical stabilizer P/N 08-32005-2 terminates the repetitive inspection requirements of paragraphs (f)(1) and (f)(2) of this AD.

(g) For airplanes that have been modified by installation of vertical stabilizer P/N 08-32005-2, do the following actions:

(1) Within 300 hours TIS after installation of vertical stabilizer P/N 08-32005-2 or within 50 hours TIS after January 20, 2011 (the effective date of this AD), whichever occurs later, and repetitively thereafter at intervals not to exceed 300 hours TIS, do a detailed visual inspection of the vertical stabilizer following paragraph 2.B.i) of Pacific Aerospace Limited Mandatory Service Bulletin PACSB/FU/094, Issue 1, dated August 14, 2008.

(2) Within 3,000 hours TIS after installation of vertical stabilizer P/N 08-32005-2 or within 50 hours TIS after January 20, 2011 (the effective date of this AD), whichever occurs later, and repetitively thereafter at intervals not to exceed 3,000 hours TIS, do an eddy current inspection following paragraph 2.B.ii) of Pacific Aerospace Limited Mandatory Service Bulletin PACSB/FU/094, Issue 1, dated August 14, 2008.

FAA AD Differences

Note 2: This AD differs from the MCAI and/or service information as follows:

(1) The inspections required in paragraph (f)(1) of this AD must be performed by a person authorized under 14 CFR part 43 to perform inspections, as opposed to the MCAI, which allows the holder of a pilot license to perform the inspections.

(2) The 50-hour inspection required in the MCAI is not applicable because the "before the first flight of the day" inspection captures the intent.

(3) The MCAI does not require the inspections listed in Pacific Aerospace Limited Mandatory Service Bulletin PACSB/FU/094, Issue 1, dated August 14, 2008. To require compliance with these inspections for U.S. owners and operators we are requiring the inspections through this AD action.

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: Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4146; fax: (816) 329-4090. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

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

Related Information

(i) Refer to MCAI Civil Aviation Authority of New Zealand AD DCA/FU24/178, dated April 30, 2009; and Pacific Aerospace Limited Mandatory Service Bulletin PACSB/FU/094, Issue 1, dated August 14, 2008, for related information. For service information contact Pacific Aerospace Limited, Hamilton Airport, Private Bag HN3027, Hamilton, New Zealand; telephone: +(64) 7-843-6144; fax +(64) 7-843-6134; e-mail: pacific@aerospace.co.nz.

Material Incorporated by Reference

(j) You must use Pacific Aerospace Limited Mandatory Service Bulletin PACSB/FU/094, Issue 1, dated August 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 Pacific Aerospace Limited, Hamilton Airport, Private Bag HN3027, Hamilton, New Zealand; telephone: +(64) 7-843-6144; fax +(64) 7-843-6134; e-mail: pacific@aerospace.co.nz.

(3) You may review copies of the referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call 816-329-4148.

(4) You may also review copies of the service information 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 December 8, 2010.

John Colomy,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2010-26-03 Hawker Beechcraft Corporation: Amendment 39-16542; Docket No. FAA-2010-1242; Directorate Identifier 2010-CE-062-AD.

Effective Date

(a) This AD is effective December 20, 2010.

Affected ADs

(b) This supersedes AD 2008-07-10; Amendment 39-15451.

Applicability

(c) This AD applies to the following Hawker Beechcraft Corporation airplanes that are certificated in any category:

Table 1 – Affected airplane models and serial numbers

Model	Serial Numbers
B200	BB-1926, BB-1978, and BB-1988 through BB-2000
B200GT	BY-1 through BY-26
B300	FL-427, FL-493, and FL-500 through FL-573
B300C (C-12W)	FM-14 through FM-18

Subject

(d) Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 30, Ice and Rain Protection.

Unsafe Condition

(e) This AD was prompted by reports of failures of the pneumatic supply tube for the tail deice system outside the area covered by AD 2008-07-10. We are issuing this AD to prevent collapsed pneumatic supply tubes, which could result in failure of the tail deice boots to operate. This failure could lead to loss of control in icing conditions.

Compliance

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

Table 2 – Requirements of this AD

Actions	Compliance	Procedures
(1) 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: "THIS AIRPLANE IS PROHIBITED FROM FLIGHT IN KNOWN OR FORECAST ICING."	Before further flight in known or forecast icing conditions or within the next 3 days after December 20, 2010 (the effective of this AD), whichever occurs first.	Not applicable.
(2) <u>For Model B200 and Model B200GT airplanes</u> : Replace the pneumatic supply tubing from the rear spar at Fuselage Station (FS) 227.00 to the aft pressure bulkhead at FS 347.750 with Hytrel tubing part number (P/N) 131823VH10D-1210; and for <u>Model B300 and Model B300C airplanes</u> : Replace pneumatic supply tubing from the rear spar at FS 241.40 to the aft pressure bulkhead at FS 381.750 with Hytrel tubing P/N 131823VH10D-1406. The replacement of tail deice boot pneumatic supply tubes required by paragraph (f)(2) of this AD is terminating action for the placard required by paragraph (f)(1) of this AD.	Before further flight in known or forecast icing conditions, within 25 hours time-in-service (TIS) after December 20, 2010 (the effective date of this AD), or within 3 months after December 20, 2010 (the effective date of this AD), whichever occurs first.	Follow the Accomplishment Instructions in Hawker Beechcraft Mandatory Service Bulletin SB 30-3889, Rev 1, dated October 2010.
(3) Remove the placard required by paragraph (f)(1) of this AD.	Before further flight after the replacement of tail deice boot pneumatic supply tubes required by paragraph (f)(2) of this AD.	Not applicable.

Credit for Actions Accomplished in Accordance With Previous Service Information

(g) If Hawker Beechcraft Mandatory Service Bulletin SB 30-3889, Issued: March 2008, has already been complied with, you may splice new Hytrel tubing on the existing Hytrel tubing in the aft evaporator bay area before further flight in known or forecast icing conditions, within 25 hours TIS after December 20, 2010 (the effective date of this AD), or within 3 months after December 20, 2010 (the effective date of this AD), whichever occurs first.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, Wichita Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD.

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

Related Information

(i) For more information about this AD, contact Don Ristow, Aerospace Engineer, Wichita ACO, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4120; fax: (316) 946-4107; email: donald.ristow@faa.gov.

Material Incorporated by Reference

(j) You must use Hawker Beechcraft Mandatory Service Bulletin SB 30-3889, Rev. 1, dated October 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 Hawker Beechcraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140; Internet: <http://www.hawkerbeechcraft.com>.

(3) You may review copies of the service information at the FAA, Small Airplane Directorate, 901 Locust St., Kansas City, MO 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

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

Issued in Kansas City, Missouri, on December 9, 2010.

John Colomy,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



FAA
Aviation Safety

EMERGENCY

AIRWORTHINESS DIRECTIVE

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

DATE: December 8, 2010

AD #: 2010-26-51

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

On March 26, 2009, the FAA issued AD 2009-08-03, Amendment 39-15876 (74 FR 16112, April 9, 2009). AD 2009-08-03 requires, before further flight, removing and replacing each affected blade with an airworthy blade. That action was prompted by three reports of blade tip weights being slung from the blades during flights, causing significant vibration.

Since issuing AD 2009-08-03, BHTC has revised the Alert Service Bulletins (ASBs) based on revisions to the Rotor Blades Inc. (RBI) documents that are attached to the ASBs. All of the ASBs contain a letter from RBI indicating that RBI has received a fourth blade in which one tip weight was lost in flight. This prompted RBI to add additional blade serial numbers that could be affected. RBI asked BHTC to re-issue the affected ASBs calling for immediate inspection of the affected blades.

We have reviewed the following revised BHTC ASBs, all dated November 29, 2010. Each ASB contains an RBI letter that adds blade serial numbers to the RBI list.

- No. 206-07-116, Revision B, for Model 206A/B series helicopters;
- No. 206L-07-148, Revision B, for Model 206L series helicopters;
- No. 222-07-106, Revision D, for Model 222 and 222B helicopters;
- No. 222U-07-77, Revision D, for Model 222U helicopters;
- No. 230-07-38, Revision D, for Model 230 helicopters;
- No. 407-07-81, Revision B, for Model 407 helicopters;
- No. 427-07-18, Revision B, for Model 427 helicopters;
- No. 430-07-41, Revision D, for Model 430 helicopters.

Transport Canada, the airworthiness authority for Canada, notified the FAA that an unsafe condition may exist on these helicopter models. Transport Canada advises of three reports of blade weights departing from the blades during flight due to missing weight screws and that the failure can occur at any time leading to loss of control of the helicopter. Transport Canada advises since issuing its original AD, the blade manufacturer has determined that a batch of additional blades could be affected. Transport Canada classified the ASBs as mandatory and issued revised AD No. CF-2007-21R1, dated November 30, 2010, to extend the applicability of the AD to cover the affected blades to ensure the continued airworthiness of these helicopters.

These helicopters have been approved by the aviation authority of Canada and are approved for operation in the United States. Pursuant to our bilateral agreement, Transport Canada has notified us

of the unsafe condition described in the Transport Canada AD. We are issuing this AD because we evaluated all information provided by Transport Canada and determined the unsafe condition exists and is likely to exist or develop on other helicopters of these same type designs.

Since the unsafe condition is likely to exist or develop on other helicopters of these same type designs, this AD requires, before further flight, unless already accomplished, replacing any affected blade with an airworthy blade. An airworthy blade is one that has a part number and a serial number that is not listed in the RBI document that is attached to each ASB listed in the Applicability section of this AD.

This AD differs from the Transport Canada AD in that this AD only applies to those blades listed in the RBI document attached to the ASBs. The Transport Canada AD allows use of those ASBs or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.

This rule is issued under 49 U.S.C. Section 44701 pursuant to the authority delegated to me by the Administrator, and is effective immediately upon receipt of this emergency AD.

2010-26-51 BELL HELICOPTER TEXTRON CANADA LIMITED: Directorate Identifier 2010-SW-108-AD. Supersedes AD 2009-08-03, Amendment 39-15876, Docket No. FAA 2009-0301, Directorate Identifier 2008-SW-69-AD.

Applicability: Model 206A, 206B, 206L, 206L-1, 206L-3, 206L-4, 222, 222B, 222U, 230, 407, 427, and 430 helicopters, with a tail rotor blade (blade) having a part number and serial number, installed, as listed in the Rotor Blades Inc. (RBI) document attached to the following Bell Helicopter Textron Alert Service Bulletins (ASBs), certificated in any category:

ASB No.	Revision	Date	Helicopter Model
206-07-116	B	November 29, 2010	206A and 206B Series
206L-07-148	B	November 29, 2010	206L, L-1, L-3, and L-4
222-07-106	D	November 29, 2010	222 and 222B
222U-07-77	D	November 29, 2010	222U
230-07-38	D	November 29, 2010	230
407-07-81	B	November 29, 2010	407
427-07-18	B	November 29, 2010	427
430-07-41	D	November 29, 2010	430

Compliance: Before further flight, unless accomplished previously.

To prevent loss of a blade tip weight, loss of a blade, and subsequent loss of control of the helicopter, do the following:

(a) Replace any affected blade with an airworthy blade. An airworthy blade is one that has a part number and a serial number that is not listed in the RBI document attached to each ASB listed in the Applicability section 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, FAA, ATTN: Sharon Miles, Aviation Safety Engineer, Rotorcraft Directorate, Regulations and Policy

Group, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5122, fax (817) 222-5961, for information about previously approved alternative methods of compliance.

(c) Special flight permits will not be issued.

(d) The Joint Aircraft System/Component (JASC) Code is 6410: Tail Rotor Blades.

(e) Copies of the applicable service information may be obtained from Bell Helicopter Textron Canada Limited, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4, telephone (450) 437-2862 or (800) 363-8023, fax (450) 433-0272, or at <http://www.bellcustomer.com/files/>.

(f) Emergency AD 2010-26-51, issued December 8, 2010, becomes effective upon receipt.

Note: The subject of this AD is addressed in Transport Canada (Canada) AD CF-2007-21R1, dated November 30, 2010.

FOR FURTHER INFORMATION CONTACT: Sharon Miles, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Regulations and Policy Group, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5122, fax (817) 222-5961.

Issued in Fort Worth, Texas, on December 8, 2010.

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



DATE: December 10, 2010

AD #: 2010-26-52

Background

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

On October 31, 2007, the FAA issued AD 2007-19-53 which requires, before further flight, removing and replacing each affected blade with an airworthy blade. That action was prompted by three reports of blade tip weights being slung from the blades during flights, causing significant vibration.

Relevant Service Information

We have reviewed the following revised BHT Alert Service Bulletins (ASBs), all dated November 22, 2010 except where noted otherwise. Each Alert Service Bulletin (ASB) contains an RBI letter that adds blade serial numbers to the RBI list.

- No. 204-07-61, Revision A, dated September 19, 2007, for Model 204 helicopters;
- No. 205-07-95, Revision B, for Model 205 helicopters;
- No. 205B-07-46, Revision B, for Model 205B helicopters;
- No. 212-07-125, Revision B, for Model 212 helicopters;
- No. 412CF-07-123, Revision B, for Model 412CF helicopters;
- No. 412-07-123, Revision B, for Model 412 and 412EP helicopters.

FAA's Determination

We are issuing this AD because we evaluated all information and determined the unsafe condition exists and is likely to exist or develop on other helicopters of these same type designs.

AD Requirements

Since the unsafe condition is likely to exist or develop on other helicopters of these same type designs, this AD requires, before further flight, unless already accomplished, replacing any affected blade with an airworthy blade. An airworthy blade is one that has a part number and a serial number that is not listed in the Applicability section of this AD.

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.

Pursuant to this Authority delegated to me by the Administrator, we are hereby issuing this EAD.

2010-26-52 BELL HELICOPTER TEXTRON, INC.: Directorate Identifier 2010-SW-109-AD. Supersedes Airworthiness Directive (AD) 2007-19-53, Amendment 39-15265, Docket No. FAA 2007-0180, Directorate Identifier 2007-SW-37-AD.

Effective Date

(a) This Emergency AD (EAD) is effective upon receipt.

Other Affected Ads

(b) This EAD supersedes AD 2007-19-53.

Applicability

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

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

212-010-750-113FM	A-12240, A-12296, A-12640, A-12670, A-12789, A-13033, A-13096, A-13134, A-13199, A-13264, or A-13366
*212-010-750-105	A-11923
*212-010-750-105FM	A-10857, A-11617, A-11828, A-12043, A-12091
*212-010-750-113FM	A-12286, A-12398, A-13088, A-13106, A-13539
212-010-750-133	A-15602
Note 1: The * indicates the newly added part-number and serial-numbered blades.	

Unsafe Condition

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

Compliance

(e) Before further flight, unless accomplished previously.

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

Special Flight Permit

(g) Special flight permits will not be issued.

Alternative Methods of Compliance (AMOCs)

(h) The Manager, Rotorcraft Certification Office, FAA, has the authority to approve AMOCs for this EAD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as

appropriate. If sending information directly to the manager of the Rotorcraft Certification Office, send it to the attention of the person identified in the Other Information section of this EAD.

Note 2: Before using any approved AMOC, we request that you notify your appropriate principal inspector, or lacking a principal inspector, your local Flight Standards District Office.

Other Information

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

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

Subject

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

Issued in Fort Worth, Texas on December 10, 2010.

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



DATE: December 10, 2010
AD #: 2010-26-53

Background

This emergency AD was prompted by a Cessna Model LC41-550FG that suffered a significant structural failure in the wing during a production acceptance flight test. The wing skin disbonded from the upper forward wing spar. The length of the disbond was approximately 7 feet. This condition, if not corrected, could result in catastrophic failure of the wing due to disbonding of the wing skin from the wing spar. We are evaluating this situation and may take additional AD action as necessary.

Relevant Service Information

Not Applicable.

FAA's Determination

We are issuing this AD because we evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

AD Requirements

This AD requires you to obtain written approval to operate the airplane from the Manager, Wichita Aircraft Certification Office (ACO). This written approval must clearly state that operation is approved per Emergency AD 2010-26-53.

Interim Action

We consider this AD interim action.

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.

Presentation of the Actual AD

We are issuing this AD under 49 U.S.C. Section 44701 according to the authority delegated to me by the Administrator.

2010-26-53 Cessna Aircraft Company (Type Certificate A00003SE previously held by Columbia Aircraft Manufacturing (previously The Lancair Company)): Directorate Identifier 2010-CE-067-AD.

Effective Date

(a) This Emergency AD is effective upon receipt.

Affected Ads

(b) None.

Applicability

(c) This AD applies to the following Cessna Aircraft Company (Cessna) (Type Certificate A00003SE previously held by Columbia Aircraft Manufacturing (previously The Lancair Company)) airplanes certified in any category, as identified in table 1 of this AD:

Table 1 – *Applicability*

Model	Serial Numbers
LC41-550FG	411162, 411163, 411164, 411165, 411167, 411170, and 411171
LC42-550FG	420517

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 Cessna Model LC41-550FG airplane that suffered a significant structural failure in the wing during a production acceptance flight test. The wing skin disbonded from the upper forward wing spar. The length of the disbond was approximately 7 feet. This condition, if not corrected, could result in catastrophic failure of the wing due to disbonding of the wing skin from the wing spar.

We are issuing this AD to prevent catastrophic failure of the wing due to disbonding of the wing skin from the wing spar.

Compliance

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

Operation Restriction

(g) For all airplanes: Upon receipt of this emergency AD, do not operate the airplane without written approval from the Manager, Wichita Aircraft Certification Office (ACO). This written approval must clearly state that operation is approved per Emergency AD 2010-26-53.

Special Flight Permit

(h) A special flight permit requires written approval from the Manager, Wichita ACO. This written approval must clearly state that operation is approved per Emergency AD 2010-26-53.

Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, Wichita ACO, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD.

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

Related Information

(j) (1) For further information about this AD, contact: Gary Park, Aerospace Engineer, Wichita ACO, FAA, 1801 Airport Road, Wichita, KS 67209; phone: (316) 946-4123; fax: (316) 946-4107; e-mail: gary.park@faa.gov.

Issued in Kansas City, Missouri, on December 10, 2010.
John Colomy,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



DATE: December 17, 2010

AD #: 2010-26-54

Emergency airworthiness directive (AD) 2010-26-54 supersedes AD 2010-26-53, which currently applies to owners/operators of Cessna Aircraft Company (Cessna) (Type Certificate A00003SE previously held by Columbia Aircraft Manufacturing (previously The Lancair Company)) Models LC41-550FG and LC42-550FG airplanes that received the emergency AD by letter issued December 10, 2010.

Background

Emergency AD 2010-26-53 was prompted by a Cessna Model LC41-550FG that suffered a significant structural failure in the wing during a production acceptance flight test. The wing skin disbonded from the upper forward wing spar. The length of the disbond was approximately 7 feet. This condition, if not corrected, could result in catastrophic failure of the wing due to disbonding of the wing skin from the wing spar. Since issuing AD 2010-26-53, we determined the need to increase the serial numbers in the Applicability section and to correct a serial number in the Applicability section. We are evaluating this situation and may take additional AD action as necessary.

Relevant Service Information

Not Applicable.

FAA's Determination

We are issuing this AD because we evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

AD Requirements

This AD requires you to obtain written approval to operate the airplane from the Manager, Wichita Aircraft Certification Office (ACO). This written approval must clearly state that operation is approved per Emergency AD 2010-26-54.

Interim Action

We consider this AD interim action.

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.

Presentation of the Actual AD

We are issuing this AD under 49 U.S.C. Section 44701 according to the authority delegated to me by the Administrator.

2010-26-54 Cessna Aircraft Company (Type Certificate A00003SE previously held by Columbia Aircraft Manufacturing (previously The Lancair Company)): Directorate Identifier 2010-CE-067-AD.

Effective Date

(a) This Emergency AD is effective upon receipt.

Affected ADs

(b) This AD supersedes emergency AD 2010-26-53, which was sent by individual letter issued December 10, 2010, to owners/operators of Cessna Aircraft Company (Cessna) (Type Certificate A00003SE previously held by Columbia Aircraft Manufacturing (previously The Lancair Company)) Models LC41-550FG and LC42-550FG airplanes.

Applicability

(c) This AD applies to the following Cessna Aircraft Company (Cessna) (Type Certificate A00003SE previously held by Columbia Aircraft Manufacturing (previously The Lancair Company)) airplanes certified in any category, as identified in table 1 of this AD:

Table 1 – *Applicability*

Model	Serial Numbers
LC41-550FG	41028, 41705, 411114, 411160, 411161, 411162, 411163, 411164, 411165, 411167, 411170, and 411171
LC42-550FG	42517

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 Cessna Model LC41-550FG airplane that suffered a significant structural failure in the wing during a production acceptance flight test. The wing skin disbonded from the upper forward wing spar. The length of the disbond was approximately 7 feet. This condition, if not corrected, could result in catastrophic failure of the wing due to disbonding of the wing skin from the wing spar.

We are issuing this AD to prevent catastrophic failure of the wing due to disbonding of the wing skin from the wing spar.

Compliance

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

Operation Restriction

(g) Upon receipt of this emergency AD, do not operate the airplane without written approval from the Manager, Wichita Aircraft Certification Office (ACO). This written approval must clearly state that operation is approved per Emergency AD 2010-26-54.

Special Flight Permit

(h) A special flight permit requires written approval from the Manager, Wichita ACO. This written approval must clearly state that operation is approved per Emergency AD 2010-26-54.

Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, Wichita ACO, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD.

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

Related Information

(j) (1) For further information about this AD, contact: Gary Park, Aerospace Engineer, Wichita ACO, FAA, 1801 Airport Road, Wichita, KS 67209; phone: (316) 946-4123; fax: (316) 946-4107; e-mail: gary.park@faa.gov.

Issued in Kansas City, Missouri, on December 17, 2010.

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



DATE: December 17, 2010

AD #: 2011-01-51

Background

This emergency AD was prompted by three incidents of the flight controls jamming on Piaggio Model P-80 airplanes.

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, is considered the State of Design for the Piaggio Model P-180 airplanes. One of the reported occurrences prompted EASA to issue AD No. 2007-0025, dated February 1, 2007, and the FAA followed with AD 2007-24-15, Amendment 39-15321 (72 FR 67843, December 3, 2007). That AD required correcting the fuselage drain system and ensuring that the drain lines of the environmental unit condenser were not clogged.

Since AD 2007-24-15 became effective, the FAA has received information on two additional incidences where Piaggio Model P-180 airplanes encountered water accumulation in the belly of the fuselage that froze and caused the flight controls to jam.

The FAA is working with EASA and Piaggio on this issue. Due to the nature of the immediate safety of flight situation, the FAA is working this AD concurrently with EASA instead of waiting for EASA, as the State of Design, to issue an AD. Thus, this action is considered unilateral AD action.

FAA's Determination

We are issuing this AD because we evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

AD Requirements

This AD requires an immediate functional test of the fuselage drain holes and a report of the results to the FAA. It also allows for the return/position the airplane to a home base, hangar, maintenance facility, etc.

Interim Action

We consider this AD interim action.

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.

Presentation of the Actual AD

We are issuing this AD under 49 U.S.C. Section 44701 according to the authority delegated to me by the Administrator.

2011-01-51 Piaggio Aero Industries S.p.A (Piaggio): Directorate Identifier 2010-CE-069-AD.

Effective Date

(a) This Emergency AD is effective upon receipt.

Affected ADs

(b) This AD does not supersede or revise any AD. AD 2007-24-15, Amendment 39-15321 (72 FR 67843, December 3, 2007) is related to this subject and remains in effect.

Applicability

(c) This AD applies to Piaggio Model P-180 airplanes, all serial numbers, certified in any category.

Subject

(d) Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 53, Fuselage.

Unsafe Condition

(e) This emergency AD was prompted by three incidents of the flight controls jamming on Piaggio Model P-180 airplanes. This condition, if not corrected, could result in water or fluid accumulating and freezing when the aircraft reaches and holds altitudes where the temperature is below the freezing point. If not corrected, this may cause the flight controls to jam and result in loss of control.

Compliance

(f) Unless already done within the last 24 hours after receipt of this emergency AD, before further flight, perform the following actions using the instructions in Appendix 1 of this AD.

(1) Removal of central floor panels in the cabin and inspection of fuselage belly; and

(2) Functional test of the fuselage drain holes.

(g) Within 24 hours after complying with the actions required in paragraph (f) of this AD, fill out the reporting form provided in Appendix 2 of this AD and send to the FAA at the address (facsimile, email) referenced in the Related Information section, paragraph (k) of this AD.

Provision to Return to Home Base

(h) For the actions of paragraph (f) of this AD, you may return/position the airplane to a home base, hangar, maintenance facility, etc., provided the following are adhered to:

(1) A water drain hole test is done immediately before the repositioning flight and the airplane passes this test. The instructions for this test are included in Appendix 3 of this AD. If the airplane does not pass this test, then the actions of paragraph (f) of this AD must be done without a repositioning flight, unless a special flight permit is granted;

(2) This repositioning flight does not exceed a total of 5 hours time-in-service (TIS); and

(3) Use of autopilot is prohibited.

Reporting Requirement

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

Alternative Methods of Compliance (AMOCs)

(j)(1) The Manager, Standards Staff, Small Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the Standards Staff, 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, your local Flight Standards District Office.

Related Information

(k) For further information about this AD, contact one of the following:

(1) Sarjapur Nagarajan, Aerospace Engineer, Small Airplane Directorate, FAA, 901 Locust, Kansas City, MO 64106; phone: (816) 329-4145; fax: (816) 329-4090; e-mail: sarjapur.nagarajan@faa.gov.

(2) Peter Rouse, Aerospace Engineer, Small Airplane Directorate, FAA, 901 Locust, Kansas City, MO 64106; phone: (816) 329-4135; fax: (816) 329-4090; e-mail: peter.rouse@faa.gov.

(3) Mike Kiesov, Aerospace Engineer, Small Airplane Directorate, FAA, 901 Locust, Kansas City, MO 64106; phone: (816) 329-4144; fax: (816) 329-4090; e-mail: mike.kiesov@faa.gov.

Appendix 1 to Emergency AD 2011-01-26
Functional Test of the Fuselage Drain Holes

1. Remove the electrical power (Ref. AMM Chapter 24-00-00).
2. Remove the carpet from the aisle in the passenger compartment: the carpet is installed on the aircraft with Velcro, remove it by hand.
3. Remove the aisle floor panels 231 ALF, 231 FLF, 231 MLF, 231 QLF (Ref. AMM Chapter 06-00-00).
4. Inspect the fuselage belly for presence of fluid or ice. Inspect also the lateral bays through the lightening holes.
 - a. If fluid is found in the belly, drain it and collect. Take note of the amount of fluid removed from the belly, and in which bay the fluid was trapped.
 - b. If ice is found in the belly, thaw it, then drain and collect. Take note of the amount of fluid removed from the belly, and in which bay the ice was trapped.

NOTE: BEFORE THAWING THE ICE, PUT A SUITABLE CONTAINER BELOW THE EXTERNAL DRAIN HOLES TO COLLECT THE FLUID.
 - c. Evaluate the amount of fluid collected:
 - i. If water is found only in the bottom of the belly (i.e., undrainable within the keel beams), go to step 6. Step 5 does not need to be accomplished at this time.
 - ii. If water is found in excess of item above (4-c-i), perform step 5
5. Add 6.3 mm draining holes as per attached figure 1 (Additional drain holes on keel beam webs) connecting the lateral bays to the center ones or, as alternative, apply Piaggio Aero Industries Service Bulletin 80-0291. Then proceed with step 6.

**Appendix 1 to Emergency AD 2011-01-26 (Continued)
Functional Test of the Fuselage Drain Holes**

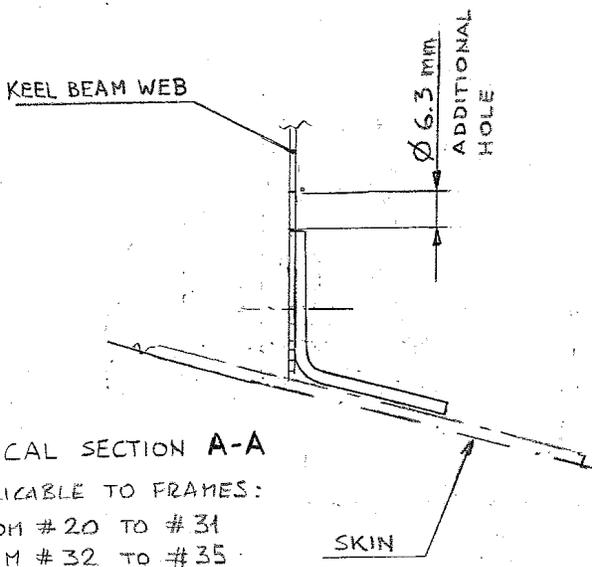
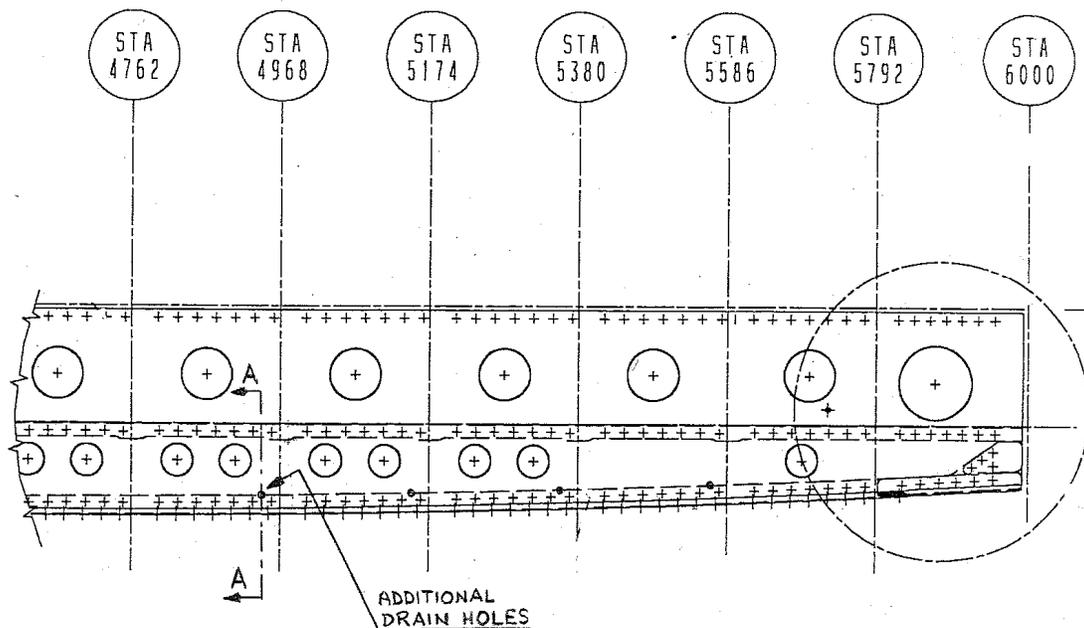


Fig 1 - Additional drain holes on keel beam webs

Appendix 1 to Emergency AD 2011-01-26 (Continued)
Functional Test of the Fuselage Drain Holes

6. Inspect the fuselage belly for presence of dirt / debris. Take note of dirt / debris found, and of its location (which bay).
7. Inspect the fuselage belly for signs of previous fluid pooling (waterlines or similar). Take note of any sign found.
8. Inspect the six (6) flapper valves (two near FR 20, FR 32 and FR 36) to verify if they are clogged, stuck to the fuselage skin, or laying against the skin for their entire length.
 - a. Clean any clogged flapper valve. Take note of any clogged flapper valve and its position.
 - b. Carefully free any stuck flapper valve. Take note of any stuck flapper valve and its position.
- c. If – after cleaning and repositioning – the rubber flap is still laying against the skin for its entire length, cut off the rubber flap. Replace it at the next A check.
9. Inspect the six (6) external drain holes:
 - a. Verify if they are clogged. If any drain hole is clogged, clean it.
 - b. Check for proper dimension (3.2 mm). Rework to nominal dimension any external drain hole that is found undersized. Protect the reworked drain hole by means of Alodyne. Take note of any drain hole found clogged and/or reworked, and of its position.
10. Clean the fuselage belly, removing debris. A vacuum cleaner may be used.
11. If possible, identify clues of potential source of fluid, such as wet carpets, blue lavatory water, etc.
12. Make a test of “valves and drain holes” as described:
 - a. Place an adequate amount of water in each bay between FR 19 and FR 36 (SEE FIG 2 attached) to verify that the water is conveyed in the central bays and that is drained. At least one half US Gal / approximately 2 liters may be used.

NOTE: TAKE CARE NOT TO COME IN CONTACT WITH ELECTRICAL CONNECTORS WHILE POURING WATER.
 - b. Steady stream of water should be observed coming from the external drain holes. If not, the flapper valve does not drain properly. Cut off the rubber flap, then replace the flapper valve at next A check. Take note of any cut rubber flap and its position.
 - c. Steady stream of water should be observed coming from the external drain holes. If not, the flapper valve does not drain properly. Cut off the rubber flap, then replace the flapper valve at next A check. Take note of any cut rubber flap and its position.
13. Dry the fuselage belly.
14. Install the aisle floor panels 231ALF, 231 FLF, 231 MLF, 231 QLF (Ref. AMM Chapter 06-00-00)
15. Re-install the carpet:
 - a. Make sure that the floor is clean and free of objects
 - b. Make sure that the Velcro is well fixed and cleaned
 - c. Put the carpet in position on the floor and fix it with the Velcro

Appendix 1 to Emergency AD 2011-01-26 (Continued)
Functional Test of the Fuselage Drain Holes

16. Collect information on total time flown in the last 6 months. Specify if the aircraft was exposed to heavy rain condition while parked or during flights.
17. Complete the attached Confirmation Slip and send it back to Piaggio Aero Industries S.p.A. – Product Support Department.
18. Make an appropriate entry in the airplane logbook to show compliance with this Service Bulletin

**Appendix 2 to Emergency AD 2011-01-51
Reporting Form**

A/C S/N:	A/C Flight Hours:	A/C Registration:
Step 4a – water collected in the belly [YES] [NO]	If YES, specify amount and location	
Step 4b – ice collected in the belly [YES] [NO]	If YES, specify amount and location	
Step 5 – added drain holes [YES] [NO]	If YES, specify work performed	
Step 6 – debris / dirt in the belly [YES] [NO]	If YES, specify amount and location	
Step 7 – signs of previous fluid pooling [YES] [NO]	If YES, specify amount and location	
Step 8 – flapper valves inspection	Specify if any, and which flapper valve was found clogged or stuck, and if any, and which rubber flap was cut off.	
Step 9 – drain holes inspection	Specify if any, and which drain hole, was found clogged. Specify if any, and which drain hole, was found undersized.	
Step 11 – clues of potential source of fluid.		
Step 12 – drain test	Specify if any, and which flapper valve has not a steady stream of water	
Step 16 – Total time flown in the last 6 months. Specify if the aircraft was exposed to heavy rain condition while parked or during flights.		

Appendix 2 to Emergency AD 2011-01-51 (Continued)
Reporting Form

Date:	Accomplished by:
Signature	

Appendix 3

Water Drain Hole Test

1. Put a container under the fuselage external drain holes.
2. Insert a plastic or wooden stick (or similar tool), minimum length 7.5 cm / 3 in, diameter 2.5 mm / 0.1 in in each of the 6 fuselage external drain holes.
3. Verify the stick may enter freely in the drain hole.
4. If the stick does not enter freely, repositioning flight is not allowed.
5. If more than 250 ml / 1 cup of water is drained from 2 drain holes at each station while inserting the stick, repositioning flight is not allowed.

Issued in Kansas City, Missouri, on December 18, 2010.

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