



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

BIWEEKLY 2012-12

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

U.S. Department of Transportation
Federal Aviation Administration
Engineering Procedures Office, AIR-110
P. O. Box 25082
Oklahoma City, OK 73125-0460

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 2012-01

2010-19-06 R1	COR	Turbomeca	Engine: Arriel 1A, 1A1, 1B, 1C, 1C1, 1C2, 1D, 1D1, and 1S1 turboshaft
2011-26-10		Enstrom Helicopter Corporation	Rotorcraft: F-28C, F-28C-2, F-28F, 280C, 280F, 280FX, TH-28, 480, and 480B
2011-27-09		Socata	TBM 700
2012-01-01		Various Aircraft	See AD
2012-01-02		Schempp-Hirth Flugzeugbau	Glider: Discus 2cT

Biweekly 2012-02

2011-18-12	S 82-13-05R1	Eurocopter France	Rotorcraft: AS350B, B1, B2, B3, BA, and D; and AS355E, F, F1, F2, and N
2011-27-08		Agusta S.p.A.	Rotorcraft: A109S and AW109SP
2011-27-51		Hawker Beechcraft	1900, 1900C, 1900C (Military), 1900D
2012-01-07		BRP-Powertrain GmbH	Engine: Rotax 914 F2, 914 F3, and 914 F4 reciprocating
2012-01-11		Cirrus Design	SR22T
2012-02-05		Thielert Aircraft Engines GmbH	Engine: TAE 125-02-99 and TAE-125-02-114 reciprocating

Biweekly 2012-03

71-13-01R1		Lycoming Engines	Engine: TIO-540-A series
2012-01-03		Eurocopter France	Rotorcraft: AS332L2 and EC225LP
2012-02-02	S 2008-03-02	Cessna	172R and 172S
2012-02-06		Honeywell International	Engine: TPE331-10, -10AV, -10GP, -10GT, -10N, -10P, -10R, -10T, -10U, -10UA, -10UF, -10UG, -10UGR, -10UR, and TPE331-11U
2012-02-10	S 2011-07-13	CPAC	112, 112B, 112TC, 112TCA, 114, 114A, 114B, and 114TC
2012-02-13		Eurocopter France	Rotorcraft: EC130B4
2012-02-51	E	Bell Helicopter Textron Canada Limited	Rotorcraft: 206L, L-1, L-3, and L-4
2012-03-06	S 2011-15-10	Superior Air Parts, Lycoming Engines, and Continental Motors	Engine: Fuel injected reciprocating engines
2012-03-52	E	Mooney Aviation	M20TN and M20R

Biweekly 2012-04

2012-03-01		Eurocopter Deutschland	Rotorcraft: EC135 helicopters
2012-03-07		Lycoming Engines	Engine: See AD
2012-03-11	S 2010-03-06	Turbomeca S.A.	Engine: Arriel 2B and 2B1 turboshaft engines

Biweekly 2012-05

2010-11-09R1	R	Thielert Aircraft Engines GmbH	Engine: TAE 125-01 and TAE 125-02-99 reciprocating engines
2011-12-10	COR	Robinson Helicopter Company	R22, R22 Alpha, R22 Beta, and R22 Mariner helicopters; R44 and R44 II helicopters
2011-27-04	COR	Hawker Beechcraft Corporation	95-C55, D55, E55, 58, and 58A airplanes
2012-03-52		Mooney	M20R and M20TN airplanes
2012-04-03		BRP-Powertrain GmbH & Co. KG	912 S2 and 912 S3 reciprocating engines; 914 F2 reciprocating engines

Biweekly 2012-06

2012-04-10		Burl A. Rogers	15AC and S15AC airplanes
2012-05-01		Eurocopter France	SA-365C, SA-365C1, SA-365C2, SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1 helicopters
2012-05-09	S 2012-03-52	Mooney Aviation	M20B, M20C, M20D, M20E, M20F, M20G, M20J, M20K, M20L, M20M, M20R, M20S, and M20TN airplanes

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 2012-07

2012-06-13		DG Flugzeugbau GmbH	Gliders: DG-500 Elan Orion, DG-500 Elan Trainer, DG-500/20 Elan, DG-500/22 Elan, DG-500M, and DG-500MB PC-6, PC-6-HI, PC-6-H2, PC-6/350, PC-6/350-HI, PC-6/350-H2, PC-6/A, PC-6/A-HI, PC-6/A-H2, PC-6/B-H2, PC-6/BI-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/CI-H2 Rotorcraft: AB412
2012-06-16		Pilatus Aircraft	
2012-07-01		Agusta S.p.A.	

Biweekly 2012-08

2011-18-52		Agusta S.p.A.	AB139 and AW139 helicopters 206L, 206L-1, 206L-3, and 206L-4 helicopters
2012-02-51		Bell Helicopter Textron Canada Limited	
2012-06-15		DG Flugzeugbau GmbH	DG-500 Elan Orion, DG-500 Elan Trainer, DG-500/20 Elan, and DG-500/22 Elan sailplanes, DG-500M and DG-500MB powered sailplanes S-92A helicopters Arrius 2F turboshaft engines S-92A helicopters
2012-06-24	S 2009-14-11	Sikorsky	
2012-07-09		Turbomeca S.A.	
2012-08-01		Sikorsky	

Biweekly 2012-09

2012-08-18		Turbomeca	Arriel 2B and 2B1 turboshaft engines
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Biweekly 2012-10

2012-10-02		Hawker Beechcraft	58, G58 EC135 P1, EC135 P2, EC135 P2+, EC135 T1, EC135 T2, and EC135 T2+ helicopters
2012-10-51	E	Eurocopter Deutschland GmbH	
2012-10-52	E	Hartzell Engine Technologies	Appliance: Turbocharger HET P/N 406610-0005 or P/N 406610-9005, P/N 406610-0005 or P/N 406610-9005, P/N 409836-0005 EC135 P1, EC135 P2, EC135 P2+, EC135 T1, EC135 T2, and EC135 T2+ helicopters
2012-10-53	E	Eurocopter Deutschland GmbH	
	S 2012-10-51		

Biweekly 2012-11

2012-10-01		Bell Helicopter Textron Canada Limited	427
2012-10-04		Cessna Aircraft Company	210G, T210G, 210H, T210H, 210J, T210J, 210K, T210K, 210L, T210L, 210M, T210M, 210N, T210N, P210N, 210R, T210R, P210R PA-31T, PA-31T1 TSIO-520-B, BB, D, DB, E, EB, J, JB, K, KB, N, NB, UB, VB; TSIO-550-K; TSIOF-550-K; IO-550-N
2012-10-09	S 80-11-06	Piper Aircraft Inc	
2012-10-13	S 2011-25-51	Continental Motors Inc	

Biweekly 2012-12

2012-09-10		Pratt & Whitney Canada	PT6A-38, -41, -42, -42A, -61, -64, -66, -66B, -110, -112, -114, -114A, -121, -135, and -135A series turboprop engines
2012-09-11		Eurocopter Deutschland GMBH	MBB-BK 117 C-1 and C-2 helicopters
2012-10-11		Burkhart GROB Luft- und Raumfahrt GmbH	GROB G 109 and GROB G 109B powered sailplanes
2012-10-52		Hartzell Engine Technologies	Appliance: See AD
2012-11-08		WACO Classic Aircraft Corporation	2T-1A, 2T-1A-1, 2T-1A-2:
2012-11-10		Alpha Aviation Concept Limited	R2160



2012-09-10 Pratt & Whitney Canada: Amendment 39-17045; Docket No. FAA-2012-0417;
Directorate Identifier 2012-NE-11-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective May 23, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pratt & Whitney Canada PT6A-38, -41, -42, -42A, -61, -64, -66, -66B, -110, -112, -114, -114A, -121, -135, and -135A series turboprop engines:

(1) That have had maintenance done to the power section module involving first stage sun gear or planet gear replacement since December 22, 2008; and

(2) That have any of the following Timken Alcor Aerospace Technologies, Inc. (TAATI) part manufacturer approval (PMA) replacement first stage sun gears or planet gear sets installed:

(i) First stage sun gears P/N E3028456, all serial numbers (S/Ns).

(ii) First stage sun gears P/N E3037304, all S/Ns.

(iii) Planet gear sets P/N E3101455-02, all S/Ns.

(iv) Planet gear sets P/N E3101525-02, all S/Ns.

(d) Unsafe Condition

This AD was prompted by failures of certain first stage sun gears, manufactured by TAATI. We are issuing this AD to prevent failure of the sun gear and planet gears in the propeller reduction gearbox assembly, which will result in an engine in-flight shut down, possible uncontained engine failure, aircraft damage, and serious injuries.

(e) Compliance

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

(2) Within 40 operating hours after the effective date of this AD, remove from service the following PMA replacement TAATI first stage sun gear and the planet gears from the propeller reduction gearbox assembly:

(i) First stage sun gears P/N E3028456, all S/Ns, and the associated planet gears.

(ii) First stage sun gears P/N E3037304, all S/Ns, and the associated planet gears.

(iii) Planet gear sets P/N E3101455-02, all S/Ns, and the associated sun gears.

(iv) Planet gear sets P/N E3101525-02, all S/Ns, and the associated sun gears.

(f) Installation Prohibition

After the effective date of this AD, do not install on any airplane, any engine or power section module with a TAATI PMA replacement first stage sun gear or a planet gear set, as listed in paragraph (c) of this AD.

(g) Alternative Methods of Compliance (AMOCs)

The Manager, Los Angeles Aircraft Certification Office, FAA, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request.

(h) Special Flight Permits

Special flight permits are not authorized.

(i) Related Information

For more information about this AD, contact Paul Craig, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, 3960 Paramount Blvd., Suite 100, Lakewood, CA 90712; phone: 562-627-5252; fax: 562-627-5210; email: paul.craig@faa.gov.

(j) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on May 3, 2012.
Peter A. White,
Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2012-09-11 EUROCOPTER DEUTSCHLAND GMBH: Amendment 39-17046; Docket No. FAA-2012-0101; Directorate Identifier 2010-SW-042-AD.

(a) Applicability

This AD applies to Eurocopter Deutschland GMBH Model MBB-BK 117 C-1 and C-2 helicopters with a Turbomeca Arriel 1E2 engine installed, which has a Fuel Control Unit (FCU) that has not been modified with Turbomeca Modification TU 358, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as failure of engines to reach the specified one-engine-inoperative (OEI) rating at altitudes above 10,000 feet. This condition could result in high altitude operations when full OEI engine power is not available and subsequent loss of control of the helicopter if an OEI operation is required.

(c) Effective Date

This AD becomes effective July 9, 2012.

(d) Compliance

You are responsible for performing each action required by this AD within the specified compliance time.

(e) Required Actions

(1) For Model MBB-BK117 C-1 helicopters:

(i) Before any flight operation at or above a pressure altitude (PA) of 10,000 feet, unless accomplished previously:

(A) Affix a placard to the instrument panel in plain view of the pilot(s), which states: "Maximum altitude for takeoff, landing, and hovering is 10,000 ft PA. Maximum operating altitude above effective translational lift is 13,000 ft PA," or comply with paragraph (e)(1)(iii) of this AD. The term "hovering" as used in this placard includes both in-ground effect (IGE) and out-of-ground effect (OGE) hovering.

(B) Revise the Altitude Limitations section of the Rotorcraft Flight Manual (RFM), in accordance with paragraph 2.9 on pages 9 and 10; paragraph B.2.1 on page 15; and paragraph C.2.3.2 on page 16 of Eurocopter Alert Service Bulletin No. ASB-MBB-BK117-60-121, Revision 4, dated December 11, 2007 (ASB121).

(C) Attach each revised page 11-1-7 (ASB121, page 11) through 11-1-10 (ASB121, page 14) to the unrevised same-numbered page in the Performance section of the RFM.

(ii) Within 50 hours time-in-service (TIS), unless accomplished previously:

(A) Revise the RFM as required by paragraphs (e)(1)(i)(B) and (e)(1)(i)(C) of this AD; and

(B) Affix the placard as required by paragraph (e)(1)(i)(A) of this AD or comply with paragraph (e)(1)(iii) of this AD.

(iii) At intervals not to exceed 600 hours TIS:

(A) Before operating between a 16,000 ft PA and 18,000 ft PA, perform the "MAX N1 CHECK" by following the Accomplishment Instructions, paragraph 2.B.1.1., of ASB121. If the OEI rating is not reached, either affix a placard as required by paragraph (e)(1)(i)(A) or comply with paragraph (e)(1)(iii)(B) or (e)(1)(iii)(C) of this AD.

(B) Before operating between 13,000 ft PA and 16,000 ft PA, perform the "MAX N1 CHECK" by following the Accomplishment Instructions, paragraph 2.B.1.4., of ASB121.

(1) If the OEI rating is reached, affix a placard to the instrument panel in plain view of the pilot(s), which states: "Maximum operating altitude is 16,000 ft PA."

(2) If the OEI rating is not reached, either affix a placard as required by paragraph (e)(1)(i)(A) of this AD or comply with paragraph (e)(1)(iii)(C) of this AD.

(C) Before operating between 10,000 ft PA and 13,000 ft PA, perform the "MAX N1 CHECK" by following the Accomplishment Instructions, paragraph 2.B.1.7., of ASB121.

(1) If the OEI rating is reached, affix a placard to the instrument panel in plain view of the pilot(s), which states: "Maximum operating altitude is 13,000 ft PA."

(2) If the OEI rating is not reached, affix a placard as required by paragraph (e)(1)(i)(A) of this AD.

(2) For Model MBB-BK 117 C-2 helicopters:

(i) Before any flight operation at or above a PA of 10,000 feet, unless accomplished previously:

(A) Affix a placard to the instrument panel in plain view of the pilot(s), which states: "Maximum altitude for takeoff, landing, and hovering is 10,000 ft PA. Maximum operating altitude above effective translational lift is 13,000 ft PA," or comply with paragraph (e)(2)(iii) of this AD. The term "hovering" as used in this placard includes both IGE and OGE hovering.

(B) Revise the Altitude Limitations section of the RFM in accordance with paragraph A.2.3. on page 10 and paragraph 2.8. on page 11 of Eurocopter Alert Service Bulletin No. MBB BK117 C-2-71A-003, Revision 3, dated December 11, 2007 (ASB003).

(ii) Within 50 hours TIS, unless accomplished previously:

(A) Revise the RFM as required by paragraph (e)(2)(i)(B) of this AD; and

(B) Affix a placard as required by paragraph (e)(2)(i)(A) of this AD or comply with paragraph (e)(2)(iii) of this AD.

(iii) At intervals not to exceed 600 hours TIS:

(A) Before operating between 16,000 ft PA and 18,000 ft PA, perform the "MAX N1 CHECK" by following the Accomplishment Instructions, paragraph 3.A.(1) (on pages 4 and 5), of ASB003. If the OEI rating is not reached, either affix a placard as required by paragraph (e)(2)(i)(A) or comply with paragraph (e)(2)(iii)(B) or (e)(2)(iii)(C) of this AD.

(B) Before operating between 13,000 ft PA and 16,000 ft PA, perform the "MAX N1 CHECK" by following the Accomplishment Instructions, paragraph 3.A.(1) (on pages 5 and 6) of ASB003.

(1) If the OEI rating is reached, affix a placard to the instrument panel in plain view of the pilot(s), which states: "Maximum operating altitude is 16,000 ft PA."

(2) If the OEI rating is not reached, either affix a placard as required by paragraph (e)(2)(i)(A) or comply with paragraph (e)(2)(iii)(C) of this AD.

(C) Before operating between 10,000 ft PA and 13,000 ft PA, perform the "MAX N1 CHECK" by following the Accomplishment Instructions, paragraph 3.A.(1) (on page 7) of ASB003.

(1) If the OEI rating is reached, affix a placard to the instrument panel in plain view of the pilot(s), which states: "Maximum operating altitude is 13,000 ft PA."

(2) If the OEI rating is not reached, affix a placard as required by paragraph (e)(2)(i)(A) of this AD.

(3) If an engine, FCU, engine module 2, or engine module 3 is replaced, before any flight operation at or above a PA of 10,000 feet, comply with the requirements of paragraph (e)(1) of this AD for the Model MBB-BK 117 C-1 helicopter or paragraph (e)(2) of this AD for the Model MBB-BK 117 C-2 helicopter.

(4) Modifying both engines with Turbomeca Modification TU 358 in accordance with Turbomeca Groupe SAFRAN (Turbomeca) Service Bulletin No. 292 73 0358, dated October 2, 2007, is optional terminating action for the requirements of this AD. This AD does not require returning any parts to Turbomeca nor does it require that you perform the modification at a specific location. After modifying both engines, remove from the helicopter any placard required by this AD and remove from the RFM the revised altitude limitations and the revised performance pages required by this AD.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Ed Cuevas, Aviation Safety Engineer, Safety Management Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email ed.cuevas@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

(g) Additional Information

The subject of this AD is addressed in European Aviation Safety Agency (Germany) AD No. 2008-0061, dated March 27, 2008.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 1100, Placards and Markings.

(i) Material Incorporated by Reference

(1) You must use the specified portions of the following service information to do the specified actions required by this AD. The Director of the Federal Register approved the incorporation by reference of the following service information under 5 U.S.C. 552(a) and 1 CFR part 51:

(i) Eurocopter Alert Service Bulletin No. ASB-MBB-BK117-60-121, Revision 4, dated December 11, 2007; and

(ii) Eurocopter Alert Service Bulletin No. MBB BK117 C-2-71A-003, Revision 3, dated December 11, 2007.

(2) You must use the specified portions of Turbomeca Groupe SAFRAN Service Bulletin No. 292 73 0358, dated October 2, 2007 to do the optional terminating action in this AD. 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.

(3) For the Eurocopter service information identified in this AD, contact American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005; telephone (800) 232-0323; fax (972) 641-3710; or at <http://www.eurocopter.com>. For the Turbomeca Groupe SAFRAN service information identified in this AD, contact SAFRAN Turbomeca, 2709 N. Forum Drive, Grand Prairie, Texas 75052; telephone (800) 662-6322; or at <http://www.turbomeca-usa.com>.

(4) You may review the referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137 or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html

Issued in Fort Worth, Texas, on May 2, 2012.
Carlton N. Cochran,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2012-10-11 Burkhart GROB Luft- und Raumfahrt GmbH: Amendment 39-17060; Docket No. FAA-2012-0324; Directorate Identifier 2012-CE-008-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective July 9, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Burkhart GROB Luft- und Raumfahrt GmbH Models GROB G 109 and GROB G 109B powered sailplanes, all serial numbers, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 55, Stabilizer.

(e) Reason

This AD results from mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as excessive corrosion on the nose plate in the vertical stabilizer. We are issuing this AD to detect and correct corrosion and flaking on the nose plate, which could cause the vertical stabilizer nose plate to fail and result in loss of control of the sailplane.

(f) Actions and Compliance

Unless already done, do the following actions:

(1) Within 3 months after July 9, 2012 (the effective date of this AD):

(i) Inspect, from the top, the front and rear side of the nose plate, part number (P/N) 109-2160.01, in the vertical stabilizer for corrosion and flaking following Part A of the Accomplishment Instructions in Grob Aircraft Service Bulletin No. MSB817-58, dated November 24, 2011. Repetitively thereafter inspect at intervals not to exceed 12 months.

(ii) Install an access panel on the left side of the vertical stabilizer following Grob Aircraft Repair Instruction Doc. No. RI 817-010/1, issue date December 20, 2011, as specified in Grob Aircraft Service Bulletin No. MSB 817-060, dated November 24, 2011.

(iii) Through the access panel installed as required in paragraph (f)(1)(ii) of this AD, inspect, from below, the nose plate, P/N 109-2160.01, for corrosion and flaking following Part B of the Accomplishment Instructions in Grob Aircraft Service Bulletin No. MSB817-58, dated November 24, 2011. Repetitively thereafter inspect at intervals not to exceed 12 months.

(2) If any corrosion or flaking is found on the nose plate, P/N 109-2160.01, during any inspection required in paragraphs (f)(1)(i) or (f)(1)(iii) of this AD, replace P/N 109-2160.01 with a serviceable part. Do the replacement following Grob Aircraft Repair Instruction Doc. No. RI 817-009, issue date November 17, 2011, as specified in Grob Aircraft Service Bulletin No. MSB817-58, dated November 24, 2011. After replacement, continue with the repetitive inspections required in paragraphs (f)(1)(i) and (f)(1)(iii) of this AD.

(g) Other FAA AD Provisions

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: Jim Rutherford, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4165; fax: (816) 329-4090; email: jim.rutherford@faa.gov. Before using any approved AMOC on any sailplane 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.

(h) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) AD No. 2012-0027, dated February 14, 2012; Grob Aircraft Service Bulletin No. MSB817-58 and Grob Aircraft Service Bulletin No. MSB 817-060, both dated November 24, 2011; Grob Aircraft Repair Instruction Doc. No. RI 817-009, issue date November 17, 2011; and Grob Aircraft Repair Instruction Doc. No. RI 817-010/1, issue date December 20, 2011, for related information.

(i) Material Incorporated by Reference

(1) You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51 of the following service information on July 9, 2012:

- (i) Grob Aircraft Service Bulletin No. MSB817-58, dated November 24, 2011;
- (ii) Grob Aircraft Service Bulletin No. MSB 817-060, dated November 24, 2011;
- (iii) Grob Aircraft Repair Instruction Doc. No. RI 817-009, issue date November 17, 2011; and
- (iv) Grob Aircraft Repair Instruction Doc. No. RI 817-010/1, issue date December 20, 2011.

(2) For service information identified in this AD, contact Grob Aircraft AG, Lettenbachstrasse 9, D-86874 Tussenhausen-Mattsies, Germany; telephone: +49 (0) 8268 998139; fax: +49 (0) 8268 998200; email: productsupport@grob-aircraft.com; Internet <http://www.grob-aircraft.eu/>.

(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 May 16, 2012.

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



2012-10-52 Hartzell Engine Technologies: Amendment 39-17075; Docket No. FAA-2012-0565; Directorate Identifier 2012-NE-16-AD.

(a) Effective Date

This AD is effective June 26, 2012 to all persons except those persons to whom it was made immediately effective by Emergency AD 2012-10-52 issued on May 14, 2012, which contained the requirements of this amendment.

(b) Affected ADs

None.

(c) Applicability

This emergency AD applies to the following Hartzell Engine Technologies (HET) turbochargers:
(1) Turbocharger HET part number (P/N) 406610-0005 or P/N 406610-9005 with serial numbers listed in Table 1 of HET Alert Service Bulletin No. 047, dated May 8, 2012.

(2) Turbochargers with P/N 406610-0005 or P/N 406610-9005 overhauled or repaired on or later than January 1, 2012, with turbocharger center housing P/N 409836-0005 and date code H-0112.

(3) Turbocharger center housings P/N 409836-0005 sold as piece parts which are in field/distributor inventory with date code H-0112.

These turbochargers are installed on, but not limited to, Cessna 206, 207, and 210 airplanes with Continental Motors, Inc TSIO-520-C, -G, -H, -M, and -R reciprocating engines installed.

(d) Unsafe Condition

This AD was prompted by a report of an HET turbocharger causing an engine in-flight power rollback. Upon investigation, the turbocharger was found to have incorrectly located oil passages in the center housing, causing insufficient oil flow to the bearings. This condition, if not corrected, could result in turbocharger bearing seizure, failure of the turbocharger turbine shaft or wheel, and damage to the airplane. We are issuing this AD to prevent turbocharger bearing seizure, failed turbocharger components, and damage to the airplane.

(e) Compliance

Before further flight, remove from service the turbochargers identified in paragraph (c) of this emergency AD, unless already done.

(f) Special Flight Permit

Special flight permits are prohibited.

(g) Alternative Methods of Compliance (AMOCs)

The Manager, Chicago Aircraft Certification Office, FAA, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request.

(h) Related Information

For more information about this AD, contact Christopher Richards, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, 2300 E. Devon Ave., Des Plaines, IL 60018; phone: 847-294-7156; fax: 847-294-7834; email: christopher.j.richards@faa.gov.

(i) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51 of the following service information on the date specified. You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise.

(2) Hartzell Engine Technologies Alert Service Bulletin No. 047, dated May 8, 2012.

(3) For service information identified in this AD, contact Hartzell Engine Technologies, LLC, 2900 Selma Highway, Montgomery, AL 36108, phone: 334-386-5400; fax: 334-386-5450; internet: http://www.hartzellenginetech.com/service_bulletins.html#turbos.

(4) You may review copies of the service information at the FAA, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

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

Issued in Burlington, Massachusetts, on May 30, 2012.

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



2012-11-08 WACO Classic Aircraft Corporation: Amendment 39-17071 ; Docket No. FAA-2012-0578; Directorate Identifier 2012-CE-019-AD.

(a) Effective Date

This AD is effective June 20, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the following WACO Classic Aircraft Corporation model airplanes listed in paragraphs (c)(1) through (c)(3) of this AD, certificated in any category:

- (1) 2T-1A: Serial numbers (S/Ns) 0501 through 0502,
- (2) 2T-1A-1: S/Ns 0503 through 0699, and
- (3) 2T-1A-2: S/Ns 0701 through 1012.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 55, Horizontal Stabilizer Spar/Rib.

(e) Unsafe Condition

This AD was prompted by failure of the horizontal stabilizer spars, which could result in loss of control. We are issuing this AD to correct the unsafe condition on these products.

(f) Compliance

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

(g) Inspection

Before doing aerobatic flight maneuvers or at the next annual or 100-hour inspection after July 20, 2012, whichever occurs first, and repetitively thereafter at intervals not to exceed every 200 hours time-in-service (TIS), inspect the front and rear horizontal stabilizer spar assemblies for cracking following WACO Classic Aircraft Corporation, Great Lakes Aircraft, Service Bulletin No. SB-GL12-01R, Revision IR, dated January 25, 2012.

(h) Maintenance

If any cracking is found during any of the inspections required by paragraph (g) of this AD, before further flight, replace the cracked parts following WACO Classic Aircraft Corporation, Great Lakes Aircraft, Service Bulletin No. SB-GL12-01R, Revision IR, dated January 25, 2012.

(i) Reporting Requirement

Within 10 days after the initial inspection required in paragraph (g) of this AD, send a report of the inspection results to the Chicago Aircraft Certification Office (ACO) using the contact information found in the Related Information paragraph (l). Include in your report the following information:

- (1) Date of inspection,
- (2) Model of aircraft,
- (3) N number of aircraft,
- (4) Serial number of aircraft,
- (5) Hours TIS of aircraft,
- (6) Description of failure if applicable,
- (7) Part(s) and part number of failed part(s) if applicable.

(j) Paperwork Reduction Act Burden Statement

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.

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Chicago 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 appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(l) Related Information

For more information about this AD, contact Steven J. Rosenfeld, Aerospace Engineer, Chicago Aircraft Certification Office (ACO), FAA, 2300 East Devon Avenue, Room 107, Des Plaines, Illinois 60018; phone: (847) 294-7030; fax: (847) 294-7834; email: steven.rosenfeld@faa.gov.

(m) Material Incorporated by Reference

(1) You must use WACO Classic Aircraft Corporation, Great Lakes Aircraft, Service Bulletin No. SB-GL12-01R, Revision IR, dated January 25, 2012, to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact WACO Classic Aircraft Corporation; 15955 South Airport Rd., Battle Creek, Michigan 49015; telephone: (269) 565-1000; fax: (269) 565-1100; email: flywaco@wacoclassic.com; Internet: <http://www.wacoaircraft.com/great-lakes-support/>.

(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 NARA, call 202-741-6030, or go to: http://www.archives.gov/federal-register/cfr/ibr_locations.html.

Issued in Kansas City, Missouri, on May 25, 2012.

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



2012-11-10 Alpha Aviation Concept Limited: Amendment 39-17073; Docket No. FAA-2012-0279; Directorate Identifier 2012-CE-007-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective July 12, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Alpha Aviation Concept Limited Model R2160 airplanes, serial numbers 001 through 378, certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by a determination that the oil lines and the oil pressure transducer hose fitted to affected aircraft are not fire resistant. We are issuing this AD to detect and replace non-fire resistant oil lines, which, if not corrected, could lead to an inflight fire.

(f) Actions and Compliance

Unless already done, do the following actions:

(1) Within 50 hours time-in-service (TIS) after July 12, 2012 (the effective date of this AD), replace the oil hose lines (part number (P/N) 41-23-56-000, 53-11-10-000, 53-20-13-000, 53-20-14-000, 53-34-10-010, 53-18-02-030, 53-21-14-000, or 53-22-01-000) following Apex Aircraft Service Bulletin No. 020310, dated June 3, 2002, and replace the oil pressure transducer hose and associated hardware following Alpha Aviation Service Bulletin AA-SB-79-001, Revision 0, dated February 2012.

(2) As of July 12, 2012 (the effective date of this AD), do not install any oil hose lines with P/N 41-23-56-000, 53-11-10-000, 53-20-13-000, 53-20-14-000, 53-34-10-010, 53-18-02-030, 53-21-14-000, or 53-22-01-000 on the affected aircraft.

(g) Other FAA AD Provisions

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; email: karl.schletzbaum@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, 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.

(h) Related Information

Refer to MCAI Civil Aviation Authority of New Zealand AD DCA/R2000/40, dated February 23, 2012; Apex Aircraft Service Bulletin No. 020310, dated June 3, 2002; and Alpha Aviation Service Bulletin AA-SB-79-001, Revision 0, dated February 2012, for related information. For service information related to this AD, contact Alpha Aviation Concept Limited, Ingram Road, Hamilton Airport, RD 2, Hamilton 2021, New Zealand; telephone: 011 64 7 843 7070; fax: 011 64 7843 8040; email: customer.support@alphaaviation.co.nz; Internet: <http://www.alphaaviation.co.nz>. 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.

(i) Material Incorporated by Reference

(1) You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51:

- (i) Apex Aircraft Service Bulletin No. 020310, dated June 3, 2002; and
- (ii) Alpha Aviation Service Bulletin AA-SB-79-001, Revision 0, dated February 2012.

(2) For service information identified in this AD, contact Alpha Aviation Concept Limited, Ingram Road, Hamilton Airport, RD 2, Hamilton 2021, New Zealand; telephone: 011 64 7 843 7070; fax: 011 64 7843 8040; email: customer.support@alphaaviation.co.nz; Internet: <http://www.alphaaviation.co.nz>.

(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 May 29, 2012.
Earl Lawrence,
Manager, Small Airplane Directorate,
Aircraft Certification Service.