FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

SMALL AIRPLANES, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2012-18

8/27/2012 - 9/9/2012

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

Email: rgl@faa.gov

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AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S - Supersedes			
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

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Information Key: E - Emergency; COR - Correction; S - Supersedes			
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
2012-06-16		Pilatus Aircraft	PC-6, PC-6-Hl, PC-6-H2, PC-6/350, PC-6/350-Hl, PC-6/350-H2, PC-6/A, PC-6/A-Hl, PC-6/A-H2, PC-6/B-H2, PC-6/Bl-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/Cl-H2
2012-07-01		Agusta S.p.A.	Rotorcraft: AB412
Biweekly 2012-08			
2011-18-52		Agusta S.p.A.	AB139 and AW139 helicopters
2012-02-51		Bell Helicopter Textron Canada Limited	206L, 206L-1, 206L-3, and 206L-4 helicopters
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
2012-06-24		Sikorsky	S-92A helicopters
2012-07-09	S 2009-14-11	Turbomeca S.A.	Arrius 2F turboshaft engines
2012-08-01		Sikorsky	S-92A helicopters
Biweekly 2012-09			
2012-08-18		Turbomeca	Arriel 2B and 2B1 turboshaft engines
Biweekly 2012-10			
2012-10-02		Hawker Beechcraft	58, G58
2012-10-51	E	Eurocopter Dutschland Gmbh	EC135 P1, EC135 P2, EC135 P2+, EC135 T1, EC135 T2, and EC135 T2+ helicopters
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
2012-10-53	E S 2012-10-51	Eurocopter Dutschland Gmbh	EC135 P1, EC135 P2, EC135 P2+, EC135 T1, EC135 T2, and EC135 T2+ helicopters
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
2012-10-09	S 80-11-06	Piper Aircraft Inc	PA-31T, PA-31T1
2012-10-13	S 2011-25-51	Continental Motors Inc	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
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
Biweekly 2012-13			
2012-10-14		SOCATA	TBM 700
2012-11-02		Eurocopter Deutschland	EC135 helicopters
2012-11-05		Enstrom	F-28C, F-28C-2, F-28F, 280C, 280F, 280FX, TH-28, 480, and 480B helicopters
2012-11-12		Agusta	AW139 helicopters
2012-11-13		Aeronautical Accessories	See AD
2012-12-10		Agusta	AB139 and AW139 helicopters
2012-12-11		Bell Canada	206, 206A, 206A-1, 206B, 206B-1, 206L, 206L-1, 206L-3,

AD No.	Information	Manufacturer	Applicability
Information Key: E - Emergency; COR - Correction; S - Supersedes			
			and 206L-4 helicopters
2012-12-20		Turbomeca	Arriel 2C1, 2C2, and 2S2 turboshaft engines
2012-12-21		Eurocopter Deutschland	MBB-BK 117 C-2 helicopters
Biweekly 2012-14			
2012-13-04		Embraer	EMB-505
2012-14-06		Rolls-Royce Corporation	250-C20, -C20B, and -C20R/2 turboshaft engines
Biweekly 2012-15			
2012-13-10		PZL Swidnik S.A.	PZL W-3A helicopters
2012-13-11		Eurocopter Deutschland GmbH	MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2, MBB-BK 117 C-1, MBB-BK 117 C-2, and BO-105LS A-3 helicopters
2012-14-07	S 2011-15-51	Bell Helicopter Textron Canada	407 and 427 helicopters
2012-14-08		Sikorsky Aircraft	S-92A helicopters
2012-14-10		Boeing Vertol	107-II helicopters
		Kawasaki Heavy Industries	KV107-II and KV107-IIA helicopters
2012-14-11		See AD	OH-58A, OH-58A+, and OH-58C helicopters
2012-14-14		Eurocopter Deutschland GmbH	MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK B-1, MBB-BK 117 B-2, and MBB-BK 117 C-1 helicopters
2012-14-15		Honeywell International	Appliance: KGS200 Mercury[2]
2012-15-04		Eurocopter France	EC155B1 helicopters
Biweekly 2012-16			
2012-14-12		See AD	See AD
2012-15-01		See AD	See AD
2012-15-07		Glasflugel	Club Libelle, Kestrel, Mosquito, Standard Libelle-201B gliders
2012-16-03		HPH s. r.o.	304C, 304CZ, and 304CZ-17 sailplanes
Biweekly 2012-17			
2012-12-21	COR	Eurocopter Deutschland	MBB-BK 117 C-2 helicopters
2012-15-08		Sikorsky	S-76A helicopters
2012-16-02		Eurocopter France	EC155B and EC155B1 helicopters
2012-16-13		BRP-Powertrain	Rotax 912 F2; 912 F3; 912 F4; 912 S2; 912 S3; and 912 S4 reciprocating engines
Biweekly 2012-18			
2012-08-06	S 52-02-02	Univair Aircraft Corporation	(ERCO) 415-C, 415-CD, 415-D, E, G; (Forney) F-1 and F-1A; (Alon) A-2 and A2-A; and (Mooney) M10
2012-16-14		Honeywell International Inc.	TFE731-20R, -20AR, -20BR, -40, -40AR, -40R, -50R, and -60 turbofan engines
2012-17-02		Eurocopter France	SA-365N, SA-365N1, SA-366G1, AS-365N2, AS 365 N3, EC 155B, and EC155B1 helicopters
2012-17-03		Eurocopter France	AS350B, AS350BA, AS350D, AS350B1, AS350B2, and AS350B3 helicopters
2012-17-05		Honeywell International Inc.	TFE731-5, TFE731-5AR and -5BR series, TFE731-4, -4R, -5AR, -5BR, and -5R series turbofan engines
2012-17-07		Diamond Aircraft Industries GmbH	DA 42, DA 42 NG, and DA 42 M-NG
2012-18-01		M7 Aerospace LLC	SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), SA227-AT, and SA227-TT

2012-08-06 Univair Aircraft Corporation: Amendment 39-17023; Docket No. FAA-2011-0360; Directorate Identifier 2010-CE-061-AD.

(a) Effective Date

This airworthiness directive (AD) is effective October 3, 2012.

(b) Affected ADs

This AD supersedes AD 52-02-02 (21 FR 9447, December 4, 1956).

(c) Applicability

This AD applies to Univair Aircraft Corporation Models (ERCO) 415-C, 415-CD, 415-D, E, G; (Forney) F-1 and F-1A; (Alon) A-2 and A2-A; and (Mooney) M10 airplanes, all serial numbers, that are certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 27, Flight Controls.

(e) Unsafe Condition

This AD was prompted by a Univair Aircraft Corporation Model ERCO 415-D Ercoupe that crashed after an in-flight breakup due to possible aileron flutter. 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) Required Actions

Table 1 of Paragraph (g)–Required Actions

What must be done?	When must it be done?	How it must be done
(1) For all airplanes: Inspect the ailerons for cracks in the support structure and skin.	Within the next 25 hours time-in-service (TIS) after October 3, 2012 (the effective date of this AD) or within 3 months after October 3, 2012 (the effective date of this AD), whichever occurs first. Repetitively thereafter inspect at intervals not to exceed 100 hours TIS or 12 months, whichever occurs first.	For all airplanes except the Mooney M–10, follow Ercoupe Service Memorandums No. 56 and 35A, both Revisions A, both dated September 1, 2008. For the Mooney M–10 follow the Mooney M–10 Service and Maintenance Manual, Serial Numbers 690001 through 690011 and 700001 and on, Revision A, dated September 1, 2008, Section V, pages 5–1 through 5–4.
(2) For airplanes with the aileron balance assembly (ERCO Part Number (P/N) 415–16009) installed: Inspect the assembly for cracks in the support structure and skin.	Within the next 25 hours TIS after October 3, 2012 (the effective date of this AD) or within 3 months after October 3, 2012 (the effective date of this AD), whichever occurs first. Repetitively thereafter inspect at intervals not to exceed 100 hours TIS or 12 months, whichever occurs first.	Follow Ercoupe Service Memorandums No. 20, 56, and 57, all Revisions A, all dated September 1, 2008; and for Models E and (Forney) F–1 and F–1A, follow Ercoupe Service Memorandum No. 35A, Revision A, dated September 1, 2008.
(3) For all airplanes: If any cracking is found during the inspections required in paragraphs (g)(1) and/or (g)(2) of this AD, repair or replace cracked parts.	Before further flight after the inspection where the cracking was found.	Follow Ercoupe Service Memorandums No. 20, 56, and 57, all Revisions A, all dated September 1, 2008; and for Models E and (Forney) F–1 and F–1A, follow Ercoupe Service Memorandum No. 35A, Revision A, dated September 1, 2008.
(4) For airplanes with the aileron balance assembly (ERCO P/N 415–16009) installed: Inspect the four No. 6–32 screws that attach the balance weight support to the aileron for looseness and damage.	Within the next 25 hours TIS after October 3, 2012 (the effective date of this AD) or within 3 months after October 3, 2012 (the effective date of this AD), whichever occurs first. Repetitively thereafter inspect at intervals not to exceed 100 hours TIS or 12 months, whichever occurs first.	Follow Ercoupe Service Memorandums No. 20, 56, and 57, all Revisions A, all dated September 1, 2008; and for Models E and (Forney) F–1 and F–1A, follow Ercoupe Service Memorandum No. 35A, Revision A, dated September 1, 2008.

(5) For all airplanes: If any looseness or damage is found during the inspection of the screws required in paragraph (g)(4) of this AD, replace the screws with AN 526–632 screws, making sure to not overstress during tightening.	Before further flight after the inspection where the looseness or damage was found.	Follow Ercoupe Service Memorandums No. 20, 56, and 57, all Revisions A, all dated September 1, 2008; and for Models E and (Forney) F–1 and F–1A, follow Ercoupe Service Memorandum No. 35A, Revision A, dated September 1, 2008.
(6) For airplanes with the aileron balance assembly (ERCO P/N 415–16009) installed: Inspect the aileron hinges and aileron control system for excessive looseness or wear in hinge pins or bearings. If, with one aileron blocked in the neutral position, the total play of the other aileron, measured at the trailing edge, exceeds 7⁄16-inch, inspect all the joints and bearings and tighten or replace those which are loose.	Within the next 25 hours TIS after October 3, 2012 (the effective date of this AD) or within 3 months after October 3, 2012 (the effective date of this AD), whichever occurs first. Repetitively thereafter inspect at intervals not to exceed 100 hours TIS or 12 months, whichever occurs first.	Follow Ercoupe Service Memorandums No. 20, 56, and 57, all Revisions A, all dated September 1, 2008; and for Models E and (Forney) F–1 and F–1A, follow Ercoupe Service Memorandum No. 35A, Revision A, dated September 1, 2008.
(7) For airplanes that do not have the aileron balance assembly (ERCO P/N 415–16009) installed: Inspect the aileron hinges and aileron control system for excessive looseness or wear in hinge pins or bearings. If, with one aileron blocked in the neutral position the total play of the other aileron, measured at the trailing edge, exceeds 5⁄16-inch, inspect all the joints and bearings and tighten those which are loose.	Within the next 25 hours TIS after October 3, 2012 (the effective date of this AD) or within 3 months after October 3, 2012 (the effective date of this AD), whichever occurs first.	Follow Ercoupe Service Memorandums No. 20, 56, and 57, all Revisions A, all dated September 1, 2008; and for Models E and (Forney) F–1 and F–1A, follow Ercoupe Service Memorandum No. 35A, Revision A, dated September 1, 2008.
(8) For all airplanes: Determine that the airspeed instrument is correctly calibrated and distinctly marked in accordance with the operating limitations.	Within the next 25 hours TIS after October 3, 2012 (the effective date of this AD) or within 3 months after October 3, 2012 (the effective date of this AD), whichever occurs first, and repetitively thereafter every four years, and any time maintenance occurs that affects the system integrity.	For airspeed instrument calibration by bench test method, you must use an FAA-authorized instrument repair facility. For airspeed calibration by global positioning system (GPS) or other owner/operator FAA-approved method, you may follow the instructions in Advisory Circular (AC) AC 23–8C, Appendix 9, dated November 16, 2011. AC 23–8C can be found at: http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/bc4325ad70e84ff58625795d00635d7c/$FILE/23-8C.pdf.

(9) For all airplanes except the Mooney M–10: Remove load from nose wheel and adjust rigging.	Within the next 25 hours TIS after October 3, 2012 (the effective date of this AD) or within 3 months after October 3, 2012 (the effective date of this AD), whichever occurs first. Repetitively thereafter adjust at intervals not to exceed 100 hours TIS or 12 months, whichever occurs first.	Follow Ercoupe Service Memorandum No. 35, Revised January 6, 2006, and/or Ercoupe Service Memorandum 35A, Revision A, dated September 1, 2008.
(10) For all airplanes: Submit a one-time report from the initial inspections and/or actions required in paragraphs (g)(1), (g)(2), (g)(4), (g)(6), (g)(7), (g)(8), and (g)(9) of this AD.	Within 30 days after the initial inspections and/or actions required in paragraphs (g)(1), (g)(2), (g)(4), (g)(6), (g)(7), (g)(8), and (g)(9) of this AD, or 30 days after October 3, 2012 (the effective date of this AD) if you are using the ‘‘unless already done’’ credit.	Use the reporting form found in Figure 1 of paragraph (g)(10) of this AD and send the report to the following offices: Roger A. Caldwell, Aerospace Engineer, FAA, ANM–100D, Denver Aircraft Certification Office (ACO), 26805 East 68th Avenue, Room 214, Denver, Colorado 80249–6361; and Univair Aircraft Corporation, 2500 Himalaya Road, Aurora, Colorado 80011.

AD No. 2012-08-06 INSPECTION REPORT			
Airplane model and year of manufacture			
Airplane serial number			
Airplane registration			
Airplane tachometer hours at time of inspection			
Airspeed calibrated and marked per paragraph (g)(8) of this AD?	YES, but no calibration adjustment required.	YES, and calibration was adjusted.	
For Ercoupe Service Memorandum No. 56, Revision A, dated September 1, 2008			
Did aileron system play exceed 7/16 of an inch?	NO	YES, and was adjusted	
Was rudder looseness greater than ¼ of an inch at the trailing edge?	NO	YES, and was adjusted	
Was there elevator motion greater than 3/8 of an inch?	NO	YES, and was adjusted	
Were any other discrepancies noticed during this inspection, to include cracks or loose hinges?			
For Ercoupe Service Memorandum No. 57, Revision A, dated September 1, 2008			
Does the airplane have aileron balance weights?	NO	YES	
If balance weights are installed, were the attachments secure?	NO	YES	
Did you remove the balance weights if allowed?	NO	YES	
If you did not remove balance weights, did you perform Ercoupe Service Memorandum No. 20 (Ailerons-Reinforcement of)	NO	YES	
If balance weights were removed, was the aileron free play 5/16 of an inch or less?	NO	YES	Not applicable

Were any other discrepancies noticed during this inspection?		
For Ercoupe Service Memorandum No. 35, Revised January 1, 2006		
Did you perform steps 1, 2, and 7 of the Ercoupe Service Memorandum No. 35?	NO	YES
Were any other discrepancies noticed during this inspection?		
For Ercoupe Service Memorandum No. 35A, Revision A, dated September 1, 2008		
Did you perform the procedures in Ercoupe Service Memorandum No. 35A?	NO	YES
Were any other discrepancies noticed during this inspection?		
For Mooney M-10 Service and Maintenance Manual, Revision A, dated September 1, 2008		
Have you performed the inspections outlined in the Mooney M-10 Service and Maintenance Manual, Serial Numbers 690001 through 690011 and 700001 and on, Section V pages 5-1 through 5-4?	NO	YES
Were any other discrepancies noticed during this inspection?		

Send report to:

Roger A. Caldwell, Aerospace Engineer,
FAA, ANM-100D, Denver ACO,
26805 East 68th Avenue, Room 214,
Denver, Colorado 80249-6361;
fax: (303) 342-1088;
email: roger.caldwell@faa.gov;
and
Univair Aircraft Corporation,
2500 Himalaya Road,
Aurora, Colorado 80011

Figure 1 of paragraph (g)(10) of this AD "Reporting Form"

(h) 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.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Denver 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.

(3) AMOCs approved for AD 52-02-02 (21 FR 9447, December 4, 1956) are approved as AMOCs for this AD.

(j) Related Information

For more information about this AD, contact Roger Caldwell, Aerospace Engineer, FAA, Denver ACO, 26805 East 68th Ave., Room 214, Denver, Colorado 80249-6361; telephone: (303) 342-1086; fax: (303) 342-1088; email: roger.caldwell@faa.gov.

(k) Material Incorporated by Reference

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

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Ercoupe Service Memorandum No. 56, Revision A, dated September 1, 2008;

(ii) Ercoupe Service Memorandum No. 57, Revision A, dated September 1, 2008;

(iii) Ercoupe Service Memorandum No. 35, revised January 6, 2006;

(iv) Ercoupe Service Memorandum No. 35A, Revision A, dated September 1, 2008;

(v) Ercoupe Service Memorandum No. 20, Revision A, dated September 1, 2008; and

(vi) Mooney M-10 Service and Maintenance Manual, Serial Numbers 690001 through 690011 and 700001 and on, Section V, pages 5-1 through 5-4, Revision A, dated September 1, 2008.

Note for paragraph (k)(2)(i), (k)(2)(ii), (k)(2)(iv), (k)(2)(v), and (k)(2)(vi) of this AD: The only change in Revision A of the above listed service information was to add dates to the previously undated service information.

(3) For Univair Aircraft Corporation service information identified in this AD, contact Univair Aircraft Corporation, 2500 Himalaya Road, Aurora, Colorado 80011; telephone: (303) 375-8882, facsimile: (303) 375-8888; Internet: http://univairparts.com.

(4) You may view this service information at 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.

(5) You may view this 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/index.html.

Issued in Kansas City, Missouri, on August 16, 2012.
Earl Lawrence,
Manager, Small Airplane Directorate,
Aircraft Certification Service.

2012-16-14 Honeywell International Inc. (Formerly Allied Signal Inc. and Garrett Turbine Engine Company): Amendment 39-17161; Docket No. FAA-2011-0945; Directorate Identifier 2011-NE-18-AD.

(a) Effective Date

This AD is effective October 1, 2012.

(b) Affected ADs

None.

(c) Applicability

(1) This AD applies to Honeywell International Inc. TFE731-20R, -20AR, -20BR, -40, -40AR, -40R, -50R, and -60 turbofan engines:

(i) With an engine model number and serial number (S/N) listed in Table 4 of Honeywell Service Bulletin (SB) TFE731-72-5221, Revision 0, dated November 11, 2010, or

(ii) With 2nd stage low-pressure turbine (LPT2) rotor assembly part numbers (P/Ns) 3060608-2, 3060608-3, or 3060608-5 that had any LPT2 rotor blades P/N 3075424-2 replaced between March 2009 and September 2010, inclusive, or that had any LPT2 rotor blades P/N 3075424-3 replaced between July 2010 and September 2010, inclusive.

(d) Unsafe Condition

This AD was prompted by a report of a quality escape of about 8,000 LPT2 rotor blades, manufactured by Honeywell Chihuahua Manufacturing Operation since 2009. During LPT rotor acceleration, these blades may contact and damage the 3rd stage LPT (LPT3) nozzle seal carrier that may subsequently fatigue and contact the adjacent rotor and damage the rotor. Also, these blades could deform the blade retainers, which could lead to blade movement that may cause rotor damage. We are issuing this AD to correct the unsafe condition caused by these blades installed on these engines.

(e) Compliance

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

(f) Remove LPT2 Rotor Blades

(1) At the next major periodic inspection, not to exceed 3,000 hours time-since-new, or within 5 years after the effective date of this AD, or at the next access, whichever occurs first, do the following using Section 3.0, Accomplishment Instructions, of Honeywell SB TFE731-72-5221, Revision 0, dated November 11, 2010:

(i) Remove any suspect LPT2 rotor blades from service.

(ii) Inspect suspect LPT2 rotor blades.

(g) Alternative Methods of Compliance (AMOCs)

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

(h) Definition

For purposes of this AD, next access is defined as when the LPT module is disassembled.

(i) Related Information

For more information about this AD, contact Joseph Costa, Aerospace Engineer, Los Angles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712-4137; phone: 562-627-5246; fax: 562-627-5210; email: joseph.costa@faa.gov.

(j) Material Incorporated by Reference

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

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Honeywell SB TFE731-72-5221, Revision 0, dated November 11, 2010.

(ii) Reserved.

(3) For Honeywell International Inc. service information identified in this AD, contact Honeywell International Inc., 111 S. 34th Street, Phoenix, AZ 85034-2802; Web site: http://portal.honeywell.com; or call Honeywell toll free at phone: 800-601-3099 (U.S./Canada) or 602-365-3099 (International Direct).

(4) You may view this service information at FAA, Engine & Propeller Directorate, 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 view this service information 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 August 6, 2012.
Mark C. Fulmer,
Acting Manager, Engine & Propeller Directorate,
Aircraft Certification Service.

2012-17-02 Eurocopter France Helicopters: Amendment 39-17165; Docket No. FAA-2012-0354; Directorate Identifier 2010-SW-104-AD.

(a) Applicability

This AD applies to Eurocopter France (EC) Model SA-365N, SA-365N1, SA-366G1, AS-365N2, AS 365 N3, EC 155B, and EC155B1 helicopters with a mast nut, part number (P/N) 360A31-1020-20, installed, certificated in any category.

(b) Unsafe Condition

This AD describes the unsafe condition as a cracked main rotor mast nut. This condition could result in failure of the rotor mast and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective October 10, 2012.

(d) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(e) Required Actions

(1) For EC Models SA-365N, SA-365N1, AS-365N2, and AS 365 N3, prior to accumulating 1,650 hours time-in-service (TIS) or within the next 50 hours TIS, whichever occurs later, remove mast nut P/N 360A31-1020-20 and replace with an airworthy mast nut that has a P/N other than P/N 360A31-1020-20.

(2) For EC Model SA-366G1, prior to accumulating 990 hours TIS or within the next 30 hours TIS, whichever occurs later, remove mast nut P/N 360A31-1020-20 and replace with an airworthy mast nut that has a P/N other than P/N 360A31-1020-20.

(3) For EC Models EC 155B and EC155B1, prior to accumulating 660 hours TIS or within the next 50 hours TIS, whichever occurs later, remove mast nut P/N 360A31-1020-20 and replace with an airworthy mast nut that has a P/N other than P/N 360A31-1020-20.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Gary Roach, Aviation Safety Engineer, Regulations and Policy Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, TX 76137; telephone (817) 222-5110; email gary.b.roach@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

(1) Eurocopter Alert Service Bulletin No. 62.00.23, No. 62.12, and No. 62A014, which are not incorporated by reference, contain additional information about the subject of this AD. All of the service bulletins are Revision 1 and all are dated October 27, 2010. For service information identified in this AD, contact American Eurocopter Corporation, 2701 N. Forum Drive, Grand Prairie, TX 75052, telephone (972) 641-0000 or (800) 232-0323, fax (972) 641-3775, or at http://www.eurocopter.com/techpub. You may review a copy of the service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(2) The subject of this AD is addressed in in European Aviation Safety Agency AD No.: 2006-0368R1, dated December 2, 2010, and corrected December 8, 2010.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 6300, main rotor drive system.

Issued in Fort Worth, Texas, on August 16, 2012.
Kim Smith,
Manager, Rotorcraft Directorate,
Aircraft Certification Service.

2012-17-03 Eurocopter France Helicopters: Amendment 39-17166; Docket No. FAA-2012-0222; Directorate Identifier 2011-SW-007-AD.

(a) Applicability

This AD applies to Eurocopter France Model AS350B, AS350BA, AS350D, AS350B1, AS350B2, and AS350B3 helicopters, certificated in any category, with a single hydraulic power system and either of the following forward (pitch) servo-control hydraulic hoses installed: part number (P/N) 704A34-412-033 (other reference manufacturer's part number (MP/N) 675-102-05-01), or P/N 704A34-412-035 (other reference MP/N 675-102-06-01). Helicopters that have been modified in accordance with modification 074238 are excluded.

(b) Unsafe Condition

This AD defines the unsafe condition as unprotected forward (pitch) servo-control hydraulic hoses, which could become damaged and leak hydraulic fluid that could ignite in flight. This condition could result in loss of main rotor control, power loss, structural damage, propagation of fire into the cabin or other compartments, and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective October 11, 2012.

(d) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(e) Required Actions

(1) Within 30 days, install sleeve P/N 706A34-402-225 over hydraulic hose P/N 704A34-412-033 and sleeve P/N 706A34-402-224 over hydraulic hose P/N 704A34-412-035 in accordance with Accomplishment Instructions, paragraph 2.B.2, of Eurocopter Alert Service Bulletin No. 29.00.13, dated July 26, 2010.

(2) Do not install an affected hydraulic hose on any helicopter without a sleeve in accordance with paragraph (e)(1) of 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: Matt Wilbanks, Aerospace Engineer, FAA, Rotorcraft Directorate, Regulations and Policy Group, 2601 Meacham Boulevard, Fort Worth, Texas 76137, telephone (817) 222-5051, email matt.wilbanks@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 the European Aviation Safety Agency AD EASA AD No. 2011-0033, dated March 1, 2011.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 2900: Hydraulic Power System.

(i) Material Incorporated by Reference

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

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Eurocopter Alert Service Bulletin No. 29.00.13, dated July 26, 2010.

(ii) Reserved.

(3) For Eurocopter service information identified in this AD, contact American Eurocopter Corporation, 2701 N. Forum Drive, Grand Prairie, TX 75052, telephone (972) 641-0000 or (800) 232-0323, fax (972) 641-3775, or at http://www.eurocopter.com/techpub.

(4) You may review a copy of the referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. For information on the availability of this material at the FAA, call (817) 222-5110.

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

Issued in Fort Worth, Texas, on August 16, 2012.
Kim Smith,
Manager, Rotorcraft Directorate,
Aircraft Certification Service.

2012-17-05 Honeywell International Inc. (formerly AlliedSignal Inc., formerly Garret Turbine Engine Company): Amendment 39-17168; Docket No. FAA-2011-1045; Directorate Identifier 2011-NE-32-AD.

(a) Effective Date

This AD is effective October 2, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Honeywell International Inc.:

(1) Model TFE731-5 series turbofan engines, with a first stage low-pressure turbine (LPT1) rotor assembly, part number (P/N) 3075184-2, 3075184-3, or 3075184-4, installed, and

(2) Models TFE731-5AR and -5BR series turbofan engines, with a first stage LPT1 rotor assembly, P/N 3075447-1, 3075447-2, 3075447-4, 3075713-1, 3075713-2, 3075713-3, or 3074748-5, installed, and

(3) Models TFE731-4, -4R, -5AR, -5BR, and -5R series turbofan engines, with an LPT1 rotor assembly, P/N 3074748-4, 3074748-5, 3075447-1, 3075447-2, 3075447-4, 3075713-1, 3075713-2, or 3075713-3, installed.

(d) Unsafe Condition

This AD was prompted by a report of a rim/web separation of an LPT1 rotor assembly. We are issuing this AD to prevent uncontained disk separation, engine failure, and damage to the airplane.

(e) Compliance

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

(f) Engines Installed in Dassault-Aviation Falcon 20 and Construcciones Aeronauticas, S.A. (CASA) 101 Airplanes

(1) Remove the LPT1 rotor assembly at the next access to the LPT1 rotor assembly or at the next major periodic inspection, not to exceed 2,600 hours-in-service since last major periodic inspection, or 8 years after the effective date of this AD, whichever occurs first.

(2) Install an LPT1 rotor assembly that is eligible for installation.

(g) Engines Not Installed in Dassault-Aviation Falcon 20 or CASA 101 Airplanes

(1) Remove the LPT1 rotor assembly at the next core zone inspection, not to exceed 5,100 hours-in-service since last core zone inspection, or at the next time the LPT1 rotor disc is removed for cause, or 8 years after the effective date of this AD, whichever occurs first.

(2) Install an LPT1 rotor assembly that is eligible for installation.

(h) Definitions

(1) For the purpose of this AD, "next access" is when the low-pressure tie rod is unstretched.

(2) For the purpose of this AD, an LPT1 rotor assembly "eligible for installation" is an LPT1 rotor assembly not having a P/N listed in this AD.

(i) Installation Prohibition

After the effective date of this AD, do not install any LPT1 rotor assembly listed by P/N in paragraphs (c)(1), (c)(2), and (c)(3) of this AD, into any engine.

(j) Alternative Methods of Compliance (AMOCs)

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

(k) Related Information

(1) For more information about this AD, contact Joseph Costa, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712-4137; phone: 562-627-5246; fax: 562-627-5210: email: joseph.costa@faa.gov.

(2) Honeywell International Inc. Service Bulletin (SB) No. TFE731-72-3768; SB No. TFE731-72-3769; and SB No. TFE731-72-3770, pertain to the subject of this AD.

(3) For service information identified in this AD, contact Honeywell International Inc., 111 S. 34th Street, Phoenix, AZ 85034-2802; Web site: http://portal.honeywell.com; or call Honeywell toll free at phone: 800-601-3099 (U.S./Canada) or 602-365-3099 (International Direct).

(l) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on August 14, 2012.
Robert G. Mann,
Acting Manager, Engine & Propeller Directorate,
Aircraft Certification Service.

2012-17-07 Diamond Aircraft Industries GmbH: Amendment 39-17170; Docket No. FAA-2012-0633; Directorate Identifier 2012-CE-018-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective October 11, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the following Diamond Aircraft Industries GmbH Models DA 42, DA 42 NG, and DA 42 M-NG airplanes: serial numbers 42.006 through 42.008, 42.010, 42.012 through 42.014, 42.016 through 42.033, 42.035 through 42.043, 42.045, 42.046, 42.048 through 42.051, 42.053, 42.055 through 42.059, 42.061 through 42.081, 42.083 through 42.093, 42.096 through 42.097, 42.099 through 42.120, 42.122 through 42.125, 42.127 through 42.148, 42.150 through 42.170, 42.172 through 42.176, 42.178, 42.179, 42.181 through 42.200, 42.202 through 42.224, 42.AC001 through 42.AC028, and 42.AC030 through 42.AC052, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 57, Wings.

(e) Reason

This AD was prompted by 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 voids in the adhesive joint between the center wing spars and the upper center wing skins. We are issuing this AD to prevent wing failure, which could result in loss of control of the airplane.

(f) Actions and Compliance

Unless already done, do the following actions:

(1) Within the next 100 hours time-in-service (TIS) after October 11, 2012 (the effective date of this AD) or within the next 3 months after October 11, 2012 (the effective date of this AD), whichever occurs first, inspect the adhesive joint between the center wing spars and the upper center wing skin following Diamond Aircraft Industries GmbH Work Instruction WI-MSB-42-092, WI-MSB-42NG-22, dated May 20, 2011, as specified in Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB 42-092, MSB 42NG-022, dated May 20, 2011.

(2) Within 30 days after the inspection required in paragraph (f)(1) of this AD, using Appendix A of Diamond Aircraft Industries GmbH Work Instruction WI-MSB-42-092, WI-MSB-42NG-22,

dated May 20, 2011, report the results of the inspection to Diamond Aircraft Industries GmbH at the address in paragraph (i)(3) of this AD.

(3) If, during the inspection required in paragraph (f)(1) of this AD, voids are detected that exceed the criteria specified in Diamond Aircraft Industries GmbH Work Instruction WI-MSB-42-092, WI-MSB-42NG-22, dated May 20, 2011, before further flight, repair the airplane following Diamond Aircraft Industries GmbH Work Instruction WI-MSB-42-092, WI-MSB-42NG-22, dated May 20, 2011, as specified in Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB 42-092, MSB 42NG-022, dated May 20, 2011.

(4) For the purpose of compliance with paragraph (f)(3) of this AD, a single positioning flight is allowed to a location where the repair can be done following the provisions specified in Section III.1 of Diamond Aircraft Industries GmbH Work Instruction WI-MSB-42-092, WI-MSB-42NG-22, dated May 20, 2011.

(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: Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4144; fax: (816) 329-4090; email: mike.kiesov@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 European Aviation Safety Agency (EASA) AD No. 2011-0100, dated May 26, 2011; Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB 42-092, MSB 42NG-022, dated May 20, 2011; and Diamond Aircraft Industries GmbH Work Instruction WI-MSB-42-092, WI-MSB-42NG-22, dated May 20, 2011, for related information.

(i) Material Incorporated by Reference

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

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB 42-092, MSB 42NG-022, dated May 20, 2011.

(ii) Diamond Aircraft Industries GmbH Work Instruction WI-MSB-42-092, WI-MSB-42NG-22, dated May 20, 2011.

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

(4) You may view this service information at FAA, 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.

(5) You may view this 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/index.html.

Issued in Kansas City, Missouri, on August 21, 2012.

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

2012-18-01 M7 Aerospace LLC (Type Certificate Previously Held by Fairchild Aircraft Incorporated): Amendment 39-17177; Docket No. FAA-2012-0917; Directorate Identifier 2012-CE-030-AD.

(a) Effective Date

This AD is effective September 21, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to M7 Aerospace LLC (type certificate previously held by Fairchild Aircraft Incorporated) Models SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), SA227-AT, and SA227-TT airplanes, all serial numbers, that are certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 5741, Wing, Fuselage Attach Fitting.

(e) Unsafe Condition

This AD was prompted by reports of fatigue cracking in the left and right forward (main) and aft spar wing-to-fuselage attach fittings. 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

At the initial and repetitive compliance times specified in Appendix 1 to this AD, inspect the left and right forward (main) and aft spar wing-to-fuselage attach fittings for cracks. Do the inspections following M7 Aerospace LLC SA226 Series Service Bulletin 226-53-016, dated July 27, 2012, with Supplement A–SB 226-53-016, dated June 22, 2012; M7 Aerospace LLC SA227 Series Service Bulletin 227-53-010, dated July 27, 2012, with Supplement A–SB 227-53-010, dated June 22, 2012; and M7 Aerospace LLC SA227 Series Service Bulletin CC7-53-006, dated July 27, 2012, with Supplement A–SB CC7-53-006, dated June 22, 2012, as applicable.

(h) Replacement

If cracks are found during any inspection required in paragraph (g) of this AD, before further flight, replace both wing-to-fuselage attach fitting halves (pair) at the cracked fitting location. Do the replacement following M7 Aerospace LLC SA226 Series Service Bulletin 226-53-016, dated July 27, 2012; M7 Aerospace LLC SA227 Series Service Bulletin 227-53-010, dated July 27, 2012; and M7 Aerospace LLC SA227 Series Service Bulletin CC7-53-006, dated July 27, 2012, as applicable.

(i) Reporting Requirement

If cracks are found during any inspection required in paragraph (g) of this AD, within 10 days after the inspection in which cracks are found or within 10 days after the effective date of this AD, whichever occurs later, report the results of the inspections to the FAA, ASW-150 (c/o San Antonio MIDO (SW-MIDO-43)), Attn: Andrew McAnaul, Aerospace Engineer, 10100 Reunion Place, Suite 650, San Antonio, Texas 78216; fax: (210) 308-3370; email: andrew.mcanaul@faa.gov. Please identify AD 2012-18-01 in the subject line if submitted through email. Include the following information in the report:

(1) Length of crack(s) and a general description of the damage.

(2) Airplane model, serial number, aircraft total flight cycles, and total hours time-in-service (TIS).

(3) Using figure 2 in M7 Aerospace LLC SA226 Series Service Bulletin 226-53-016, dated July 27, 2012; M7 Aerospace LLC SA227 Series Service Bulletin 227-53-010, dated July 27, 2012; and M7 Aerospace LLC SA227 Series Service Bulletin CC7-53-006, dated July 27, 2012, as applicable, indicate location of damage, show forward orientation using arrows, and orientation of crack.

(4) Whether the airplane has had, or is suspected of having, a hard landing in the past.

(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 Fort Worth Airplane Certification 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 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 Andrew McAnaul, Aerospace Engineer, FAA, ASW-150 (c/o San Antonio MIDO (SW-MIDO-43)), 10100 Reunion Place, Suite 650, San Antonio, Texas 78216; phone: (210) 308-3365; fax: (210) 308-3370; email: andrew.mcanaul@faa.gov.

(m) Material Incorporated by Reference

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

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) M7 Aerospace LLC SA226 Series Service Bulletin 226-53-016, dated July 27, 2012, with Supplement A–SB 226-53-016, dated June 22, 2012.

(ii) M7 Aerospace LLC SA227 Series Service Bulletin 227-53-010, dated July 27, 2012, with Supplement A–SB 227-53-010, dated June 22, 2012.

(iii) M7 Aerospace LLC SA227 Series Service Bulletin CC7-53-006, dated July 27, 2012, with Supplement A–SB CC7-53-006, dated June 22, 2012.

(3) For M7 Aerospace LLC service information identified in this AD, contact M7 Aerospace LP, 10823 NE Entrance Road, San Antonio, Texas 78216; phone: (210) 824-9421; fax: (210) 804-7766; Internet: http://www.m7aerospace.com.

(4) You may view this service information at 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.

(5) You may view this 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/index.html.

Appendix 1 to AD 2012-18-01

Initial and Repetitive Inspection Compliance Times

Models SA226-AT, SA226-T, SA226-T(B), SA226-TC, all serial numbers

Initial Inspection – As of September 21, 2012 (the effective date of this AD):

For owner/operators who do not track total aircraft flight cycles (TAC), for the purposes of this AD, use the following conversion calculation: Use a .5 to 1 conversion, e.g., 35,000 TAC is equivalent to 17,500 hours time-in-service (TIS).

For owner/operators who do not track flight cycles, for the purposes of this AD use the following conversion calculation for the initial inspection compliance time: Use a 1 to 1 conversion, e.g., 300 flight cycles are equivalent to 300 hours TIS.

For airplanes with more than 35,000 TAC: Inspect within the next 300 flight cycles after September 21, 2012 (the effective date of this AD).

For airplanes with at least 20,000 TAC but no more than 35,000 TAC: Inspect within the next 500 flight cycles after September 21, 2012 (the effective date of this AD).

For airplanes with at least 10,600 TAC but no more than 19,999 TAC: Inspect within the next 1,000 flight cycles after September 21, 2012 (the effective date of this AD).

For airplanes with less than 10,600 TAC: Inspect upon reaching 10,600 TAC or within the next 1,000 flight cycles after September 21, 2012 (the effective date of this AD), whichever occurs later.

Repetitive Inspection:

For owner/operators who do not track flight cycles, for the purposes of this AD use the following conversion calculation for the repetitive inspection compliance times: Use a .5 to 1 conversion, e.g., 10,600 flight cycles are equivalent to 5,300 hours TIS.

If no cracks are found during the initial inspection or during any subsequent repetitive inspection required by this AD and the original wing-to-fuselage attach fitting is reinstalled using the same size bolts, repetitively thereafter inspect every 10,600 flight cycles.

If no cracks are found during the initial inspection or during any subsequent repetitive inspection required by this AD and the original wing-to-fuselage attach fitting is reinstalled using oversized bolts, repetitively thereafter inspect every 7,700 flight cycles.

If cracks are found during the initial inspection or during any subsequent repetitive inspection required by this AD and the replacement wing-to-fuselage attach fitting is installed using the same size bolts, repetitive thereafter inspect every 16,600 flight cycles.

If cracks are found during the initial inspection or during any subsequent repetitive inspection required by this AD and the replacement wing-to-fuselage attach fitting is installed using the oversized bolts, repetitive thereafter inspect every 13,100 flight cycles.

Models SA227-CC and SA227-DC(C-26B), all serial numbers

Initial Inspection – As of September 21, 2012 (the effective date of this AD):

For owner/operators who do not track total aircraft flight cycles (TAC), for the purposes of this AD, use the following conversion calculation: Use a .5 to 1 conversion, e.g., 35,000 TAC is equivalent to 17,500 hours time-in-service (TIS).

For owner/operators who do not track flight cycles, for the purposes of this AD use the following conversion calculation for the initial inspection compliance time: Use a 1 to 1 conversion, e.g., 300 flight cycles are equivalent to 300 hours TIS.

For airplanes with more than 35,000 TAC: Inspect within the next 300 flight cycles after September 21, 2012 (the effective date of this AD).

For airplanes with at least 20,000 TAC but no more than 35,000 TAC: Inspect within the next 500 flight cycles after September 21, 2012 (the effective date of this AD).

For airplanes with at least 14,200 TAC but no more than 19,999 TAC: Inspect within the next 1,000 flight cycles after September 21, 2012 (the effective date of this AD).

For airplanes with less than 14,200 TAC: Inspect upon reaching 14,200 TAC or within the next 1,000 flight cycles after September 21, 2012 (the effective date of this AD), whichever occurs later.

Repetitive Inspection:

For owner/operators who do not track flight cycles, for the purposes of this AD use the following conversion calculation for the repetitive inspection compliance times: Use a .5 to 1 conversion, e.g., 14,200 flight cycles are equivalent to 7,100 hours TIS.

If no cracks are found during the initial inspection or during any subsequent repetitive inspection required by this AD and the original wing-to-fuselage attach fitting is reinstalled using the same size bolts, repetitively thereafter inspect every 14,200 flight cycles.

If no cracks are found during the initial inspection or during any subsequent repetitive inspection required by this AD and the original wing-to-fuselage attach fitting is reinstalled using oversized bolts, repetitively thereafter inspect every 10,900 flight cycles.

If cracks are found during the initial inspection or during any subsequent repetitive inspection required by this AD and the replacement wing-to-fuselage attach fitting is installed using the same size bolts, repetitive thereafter inspect every 16,600 flight cycles.

If cracks are found during the initial inspection or during any subsequent repetitive inspection required by this AD and the replacement wing-to-fuselage attach fitting is installed using the oversized bolts, repetitive thereafter inspect every 13,100 flight cycles.

Models SA227-AC (C-26A) and SA227-AT: Serial numbers 600 and subsequent; and Model SA227-BC (C-26A) airplanes, all serial numbers

Initial Inspection – As of September 21, 2012 (the effective date of this AD):

For owner/operators who do not track total aircraft flight cycles (TAC), for the purposes of this AD, use the following conversion calculation: Use a .5 to 1 conversion, e.g., 35,000 TAC is equivalent to 17,500 hours time-in-service (TIS).

For owner/operators who do not track flight cycles, for the purposes of this AD use the following conversion calculation for the initial inspection compliance time: Use a 1 to 1 conversion, e.g., 300 flight cycles are equivalent to 300 hours TIS.

For airplanes with more than 35,000 TAC: Inspect within the next 300 flight cycles after September 21, 2012 (the effective date of this AD).

For airplanes with at least 20,000 TAC but no more than 35,000 TAC: Inspect within the next 500 flight cycles after September 21, 2012 (the effective date of this AD).

For airplanes with at least 14,200 TAC but no more than 19,999 TAC: Inspect within the next 1,000 flight cycles after September 21, 2012 (the effective date of this AD).

For airplanes with less than 14,200 TAC: Inspect upon reaching 14,200 TAC or within the next 1,000 flight cycles after September 21, 2012 (the effective date of this AD), whichever occurs later.

Repetitive Inspection:

For owner/operators who do not track flight cycles, for the purposes of this AD use the following conversion calculation for the repetitive inspection compliance times: Use a .5 to 1 conversion, e.g., 14,200 flight cycles are equivalent to 7,100 hours TIS.

If no cracks are found during the initial inspection or during any subsequent repetitive inspection required by this AD and the original wing-to-fuselage attach fitting is reinstalled using the same size bolts, repetitively thereafter inspect every 14,200 flight cycles.

If no cracks are found during the initial inspection or during any subsequent repetitive inspection required by this AD and the original wing-to-fuselage attach fitting is reinstalled using oversized bolts, repetitively thereafter inspect every 10,900 flight cycles.

If cracks are found during the initial inspection or during any subsequent repetitive inspection required by this AD and the replacement wing-to-fuselage attach fitting is installed using the same size bolts, repetitive thereafter inspect every 16,600 flight cycles.

If cracks are found during the initial inspection or during any subsequent repetitive inspection required by this AD and the replacement wing-to-fuselage attach fitting is installed using the oversized bolts, repetitive thereafter inspect every 13,100 flight cycles.

Models SA227-AC (C-26A) and SA227-AT: All serial numbers through 599; and Model SA227-TT airplanes, all serial numbers

Initial Inspection – As of September 21, 2012 (the effective date of this AD):

For owner/operators who do not track total aircraft flight cycles (TAC), for the purposes of this AD, use the following conversion calculation: Use a .5 to 1 conversion, e.g., 35,000 TAC is equivalent to 17,500 hours time-in-service (TIS).

For owner/operators who do not track flight cycles, for the purposes of this AD use the following conversion calculation for the initial inspection compliance time: Use a 1 to 1 conversion, e.g., 300 flight cycles are equivalent to 300 hours TIS.

For airplanes with more than 35,000 TAC: Inspect within the next 300 flight cycles after September 21, 2012 (the effective date of this AD).

For airplanes with at least 20,000 TAC but no more than 35,000 TAC: Inspect within the next 500 flight cycles after September 21, 2012 (the effective date of this AD).

For airplanes with at least 10,600 TAC but no more than 19,999 TAC: Inspect within the next 1,000 flight cycles after September 21, 2012 (the effective date of this AD).

For airplanes with less than 10,600 TAC: Inspect upon reaching 10,600 TAC or within the next 1,000 flight cycles after September 21, 2012 (the effective date of this AD), whichever occurs later.

Repetitive Inspection:

For owner/operators who do not track flight cycles, for the purposes of this AD use the following conversion calculation for the repetitive inspection compliance times: Use a .5 to 1 conversion, e.g., 10,600 flight cycles are equivalent to 5,300 hours TIS.

If no cracks are found during the initial inspection or during any subsequent repetitive inspection required by this AD and the original wing-to-fuselage attach fitting is reinstalled using the same size bolts, repetitively thereafter inspect every 10,600 flight cycles.

If no cracks are found during the initial inspection or during any subsequent repetitive inspection required by this AD and the original wing-to-fuselage attach fitting is reinstalled using oversized bolts, repetitively thereafter inspect every 7,700 flight cycles.

If cracks are found during the initial inspection or during any subsequent repetitive inspection required by this AD and the replacement wing-to-fuselage attach fitting is installed using the same size bolts, repetitive thereafter inspect every 16,600 flight cycles.

If cracks are found during the initial inspection or during any subsequent repetitive inspection required by this AD and the replacement wing-to-fuselage attach fitting is installed using the oversized bolts, repetitive thereafter inspect every 13,100 flight cycles.

Issued in Kansas City, Missouri, on August 24, 2012.
Earl Lawrence,
Manager, Small Airplane Directorate,
Aircraft Certification Service.