



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

**BIWEEKLY 2011-24**

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**SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;			
<b>Biweekly 2011-01</b>			
2010-17-18 R1	R	Air Tractor	AT-802 and AT-802A
2010-22-08	COR	Eurocopter France	Rotorcraft: AS 350 B, BA, B1, B2, B3, and D, and Model AS355 E, F, F1, F2, and N
2010-26-04		Piper	PA-28-161
2010-26-09		Sikorsky	Rotorcraft: S-76A, B, and C
2010-26-11		Kaman Aerospace	Rotorcraft: K-1200
2011-01-52	E	Schweizer	Rotorcraft: 269A, A-1, B, C, C-1, and Th-55 series
2011-01-53	E	Piaggio	P-180
	S 2011-01-51		
<b>Biweekly 2011-02</b>			
2010-24-05	COR	Pratt & Whitney Canada	Engine: PW305A and PW305B
2010-26-54		Cessna	LC41-550FG, LC42-550FG
2011-01-03		GROB-WERKE	G102 ASTIR CS, G102 CLUB ASTIR III, G102 CLUB ASTIR IIIb, G102 STANDARD ASTIR III
2011-01-04		Embraer	EMB-500
2011-02-04		M7 Aerospace LP	SA26-AT, SA26-T, SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), and SA227-TT
<b>Biweekly 2011-03</b>			
2011-01-53	S 2011-01-51	Piaggio Aero Industries	P-180
2011-02-02	S 2008-19-06	Socata	TBM 700
2011-02-08		Aircraft Industries	Glider: L 23 Super Blanik
<b>Biweekly 2011-04</b>			
2011-01-14	S 2005-17-01	Pilatus	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
2011-01-53	COR	Piaggio Aero Industries	P-180
	S 2011-01-51		
2011-03-04	S 2009-09-09	Cessna	LC40-550FG (300), LC41-550FG (400), and LC42-550FG (350)
2011-03-05	S 2007-11-03	Dornier Luftfahrt GmbH	Dornier 228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, Dornier 228-202, and Dornier 228-212
<b>Biweekly 2011-05</b>			
2010-17-18 R1		Air Tractor	AT-802 and AT-802A
2011-05-01		Piaggio Aero Industries	P-180
2011-05-02		Viking Air Limited	DHC-3
2011-05-06		Thielert	Engine: TAE 125-02-99 and TAE 125-02-114 reciprocating
2011-05-51	E	Turbomeca	Engine: 1E2, 1S, and 1S1 turboshaft
<b>Biweekly 2011-06</b>			
2010-26-51	S 2009-08-03	Bell Helicopter Textron Canada Limited	Rotorcraft: 206A, 206B, 206L, 206L-1, 206L-3, 206L-4, 222, 222B, 222U, 230, 407, 427, and 430
2011-03-02		Eurocopter France	Rotorcraft: SA330F, SA330G, and SA330J
2011-03-03		Bell Helicopter Textron Canada Limited	Rotorcraft: 427
2011-03-06		Eurocopter France	Rotorcraft: AS-365N2, AS 365 N3, and SA-365N1
2011-05-07	S 2008-22-21	Allied Ag Cat Productions	G-164, G-164A, G-164B, G-164B with 73" wing gap, G-164B-15T, G-164B-20T, G-164B-34T, G-164C, G-164D, G-164D with 73" wing gap
2011-05-08	S 2011-05-51	Turbomeca	Engine: Arriel 1E2, 1S, and 1S1 turboshaft
2011-06-01		APEX Aircraft	CAP10 B and CAP10 B
2011-06-06	S 2008-24-07	Eclipse	EA500
<b>Biweekly 2011-07</b>			
2011-05-09		B-N Group Ltd	BN-2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN-2T, and BN-2T-4R
2011-06-07		Eurocopter France	Rotorcraft: EC130 B4
2011-07-03	S 2007-02-12	Reims Aviation S.A.	F406

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<b>Biweekly 2011-08</b>			
2011-06-10	S 99-15-04 R1	Piper Aircraft	PA-46-310P, PA-46-350P, and PA-46R-350T
2011-07-09		Thielert Aircraft Engines GmbH	Engine: TAE 125-01, TAE 125-02-99, and TAE 125-02-114 reciprocating
2011-07-13		CPAC, Inc	112, 112B, 112TC, 112TCA, 114, 114A, 114B, and 114TC
2011-08-01	S 2010-25-51	Bell Helicopter Textron	212
<b>Biweekly 2011-09</b>			
2011-06-02		Cessna	172F, 172G, 172H, 172I, 172K, 172L, 172M, F172F, F172G, F172H, F172K, F172L, F172M, 172N, 172P, F172N, F172P, 172R and 172S
2011-08-06		Honeywell International Inc	LTS101-600A-2, -3, -3A, LTS101-700D-2, LTS101-650B-1, LTS101-650C-3, LTS101-650C-3A, LTS101-750B-1, LTS101-750B-2, LTS101-750C-1, and LTS101-850B-2 turboprop; and LTP101-600A-1A and LTP101-700A-1A turboprop
2011-09-08		Pacific Aerospace Limited	750XL
<b>Biweekly 2011-10</b>			
2011-04-02	COR	Hamilton Sundstrand Corporation	Propeller: 247F series
2011-09-16		DG Flugzeugbau GmbH	Gliders: DG-808C
2011-09-51	E	Piaggio Aero Industries S.p.A	P-180
<b>Biweekly 2011-11</b>			
2011-06-02	COR	Cessna	172F, 172G, 172H, 172I, 172K, 172L, 172M, F172F, F172G, F172H, F172K, F172L, F172M, 172N, 172P, F172N, F172P, 172R and 172S
2011-09-19		BURKHART GROB LUFT-UND	Glider: G 103 C Twin III SL
2011-09-51	COR	Piaggio Aero Industries S.P.A.	P-180
2011-10-09	S 2011-01-53	Cessna	See AD
2011-10-11	S 87-20-03 R2	Agusta S.p.A.	Rotorcraft: AB412
2011-10-12		Eurocopter France	Rotorcraft: AS350B, B1, B2, B3, BA, and EC130 B4
2011-10-13		Diamond Aircraft Industries GmbH	DA 42, DA 42-NG, and DA 42 M-NG
2011-11-01		British Aerospace	HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201
<b>Biweekly 2011-12</b>			
2011-11-03		Various Aircraft	See AD
2011-11-04		L'Hotellier	Appliance: Portable Halon 1211 fire extinguisher
2011-11-07		Diamond Aircraft Industries GmbH	DA 42
2011-12-02		Viking Aircraft Limited	DHC-3 (Otter)
2011-12-03		Sikorsky Aircraft Corporation	Rotorcraft: S-92A
<b>Biweekly 2011-13</b>			
2011-12-04		BRP-Powertrain GmbH & Co. KG	Engine: 912 F3, 912 S2, 912 S3, 912, 914 F2, 914 F3, and 914 F4
2011-12-07		Eurocopter France	Rotorcraft: SA-365C, SA-365C1, SA-365C2, SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1
2011-12-08		Bell Helicopter Textron, Inc.	Rotorcraft: 205A, 205A-1, 205B, 212, 412, 412CF, and 412EP
2011-12-10	S 2007-26-12	Robinson Helicopter	Rotorcraft: R22, R22 Alpha, R22 Beta, R22 Mariner, R44 and R44 II

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<b>Biweekly 2011-14</b>			
2011-09-51	COR S 2011-01-53	Piaggio Aero Industries S.P.A.	P-180
2011-13-02		Costruzioni Aeronautiche Tecnam srl	P2006T
2011-13-03		Lycoming Engines and Teledyne Continental Motors	Engine: TSIO-520-BE, TSIO-360-MB, SB, TIO-540-AK1A, L/TSIO-360-RB, TIO-540-AE2A, TSIO-360-H, O-540-L3C5D, TSIO-520-T, L/TO-360-E1A6D, TIO-540-AG1A, TIO-540- AF1A, TIO-540-AF1B, TIO-540-AH1A, TIO-541-E1D4, TIO- 541-E1C4, TIGO-541-E, GTSIO-520-F, GTSIO-520-K, GTSIO- 520-D, GTSIO-520-H
<b>Biweekly 2011-15</b>			
2011-12-16	S 2011-01-52	Schweizer	Rotorcraft: 269A, A-1, B, C; C-1; and TH-55 series
2011-13-05		Turbomeca S.A.	Engine: ARRIEL 2B and 2B1 turboshaft
2011-14-05	S 2010-18-52	MD Helicopters, Inc.	Rotorcraft: MD900
2011-14-08		B/E Aerospace	Appliance: Continuous Flow Passenger Oxygen Mask Assembly
2011-14-09	S 2011-11-03	Various Aircraft	See AD
2011-15-05		Hawker Beechcraft	B300 and B300C (C-12W)
2011-15-51	E	Bell Helicopter Textron Canada	Rotorcraft: 407 and 427
<b>Biweekly 2011-16</b>			
None			
<b>Biweekly 2011-17</b>			
2011-15-10		Superior Air Parts and Lycoming Engines	Engine: See AD
2011-15-11		Cessna	337, 337A (USAF 02B), 337B, 337C, 337D, 337E, T337E, 337F, T337F, 337G, T337G, M337B, F 337E, FT337E, F 337F, FT337F, F 337G, and FT337GP
<b>Biweekly 2011-18</b>			
2009-10-09 R2	R 2009-10-09 R1	Cessna Aircraft Company	150F, 150G, 150H, 150J, 150K, 150L, 150M, A150K, A150L, A150M, F150F, F150G, F150H, F150J, F150K, F150L, F150M, FA150K, FA150L , FA150L or FRA150L, FA150M or FRA150M, 152, A152, F152, FA152
2011-15-11		Cessna	337, 337A (USAF 02B), 337B, 337C, 337D, 337E, T337E, 337F, T337F, 337G, T337G, M337B, F 337E, FT337E, F 337F, FT337F, F 337G, and FT337GP
2011-16-05		Eurocopter France	Rotorcraft: SA-365N and SA-365N1
2011-17-01	S 2010-02-51	Agusta S.p.A.	Rotorcraft: A109A, A109A II, A109C, and A109K2
2011-17-06		SOCATA	TBM 700
2011-17-07		M7 Aerospace LP	SA226-T, SA226-T(B), SA226-TC, SA226-AT
2011-17-13		Eurocopter France	Rotorcraft: EC120B
2011-17-14		Agusta S.p.A.	Rotorcraft: A109A, A109AII
2011-17-15		Embraer	EMB-500
2011-18-51	E	Honeywell International	Engine: TPE331
2011-18-52	E	Agusta S.p.A.	Rotorcraft: AB139 and AW139
<b>Biweekly 2011-19</b>			
2011-18-19	S 2010-23-09	Austro Engine GmbH	Engine: E4 diesel piston
<b>Biweekly 2011-20</b>			
2011-18-07		Wytownia Sprzetu Komunikacyjnego (WSK) PZL- Rzeszow" Spolka Akcyjna (SA)	Engine: WSK PZL-10W series turboshaft
2011-18-09		Lycoming Engines	IO-720-A1B
2011-18-11	S 2011-05-02	Viking Air Limited	DHC-3
2011-20-51	E	Pratt & Whitney Canada	Engine: PT6A-15AG, -27, -28, -34, -34AG, -34B, and -36 series turbo-prop

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<b>Biweekly 2011-21</b>			
2009-13-06 R1	R 2009-13-06	Piper Aircraft	See AD
2011-18-51 R1	R 2011-18-51	Honeywell International	Engines: TPE331
2011-19-02		Dowty Propellers	Propellers: R212/4-30-4/22 and R251/4-30-4/49
2011-19-03		General Electric	Engines: CT7-8, CT7-8A, CT7-8A1, CT7-8E, CT7-8F5
2011-21-51	E	Cessna	525C
<b>Biweekly 2011-22</b>			
2011-12-02	COR	Viking Aircraft Limited	DHC-3 (Otter)
2011-18-07	COR	Wytownia Sprzetu Komunikacyjnego	Engine: WSK PZL-10W series
2011-20-51		Pratt & Whitney Canada	Engine: PT6A-15AG, -27, -28, -34, -34AG, -34B, and -36 series
2011-21-10		Diamond Aircraft Industries	DA 40
2011-21-16		Diamond Aircraft Industries	Glider: H-36 "DIMONA"
2011-22-51	E	Sikorsky	Rotorcraft: S-70, S-70A, S-70C, S-70C(M), and S-70C(M1)
<b>Biweekly 2011-23</b>			
2010-26-52	S 2007-19-53	Bell Helicopter Textron, Inc.	Rotorcraft : 204B, 205A, 205A-1, 205B, 210, 212, 412, 412CF, and 412EP
2011-15-51		Bell Helicopter Textron, Inc.	Rotorcraft: 407 and 427
2011-16-04		Sikorsky Aircraft Corporation	Rotorcraft: S-92A
2011-18-16		Eurocopter France	Rotorcraft: AS332C, L, L1, and L2
2011-20-05		Eurocopter France	Rotorcraft: EC225LP
2011-20-06	S 2009-19-51	Agusta S.p.A.	Rotorcraft: AB139 and AW139
2011-20-08		Agusta S.p.A.	Rotorcraft: AB139 and AW139
2011-21-11		Eurocopter France	Rotorcraft: EC225LP
2011-21-12		Erickson Air-Crane Inc	Rotorcraft: S-64F
2011-21-13		Eurocopter Deutschland GmbH	Rotorcraft: MBB-BK 117 C-2
2011-21-17		General Electric	Engine: CT7-8A, CT7-8A1, CT7-8E, and CT7-8F5 turboshaft
2011-21-51		Cessna	525C
2011-22-03		Rolls-Royce Corporation	Engine: AE 3007A, AE 3007A1/1, AE 3007A1, AE 3007A1/3, AE 3007A1E, AE 3007A1P, and AE 3007A3 turbofan
2011-23-02	S 2010-03-03	Bell Helicopter Textron, Inc.	Rotorcraft: 205A-1, 205B, 210 and 212
2011-23-03		SOCATA	TBM 700
<b>Biweekly 2011-24</b>			
2009-10-09 R2	COR	Cessna Aircraft Company	See AD
	R 2009-10-09 R1		
2011-22-05	S 2003-22-06	Eurocopter France	Rotorcraft: AS350B, B1, B2, B3, BA, C, D, D1; and Model AS355E, F, F1, F2, N, and NP
2011-22-08	S 2008-22-53	MD Helicopters Inc.	Rotorcraft: MD900
2011-23-01	S 2010-1-02	Thielert Aircraft Engines GmbH	Engine: TAE 125-01 and TAE 125-02-99
2011-23-11		Pacific Aerospace Limited	FU24-954 and FU24A-954
2011-23-13		Honeywell International Inc.	Engine: LTS101-600A-2, -3, -3A, and LTS101-700D-2
2011-24-01		Piaggio Aero Industries S.p.A.	P-180



**CORRECTION:** [*Federal Register Volume 76, Number 216 (Tuesday, November 8, 2011); Page 69123; www.access.gpo.gov/su\_docs/aces/aces140.html*]

**2009-10-09 R2 Cessna Aircraft Company:** Amendment 39-16782; Docket No. FAA-2007-27747; Directorate Identifier 2007-CE-030-AD.

**(a) Effective Date**

This AD is effective September 12, 2011.

**(b) Affected ADs**

This AD revises AD 2009-10-09 R1, Amendment 39-16074 (74 FR 57408, November 6, 2009).

**(c) Applicability**

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

**Table 1–Applicability**

Models	Serial Numbers
(1) 150F	15061533 through 15064532
(2) 150G	15064533 through 15064969 and 15064971 through 15067198
(3) 150H	15067199 through 15069308 and 649
(4) 150J	15069309 through 15071128
(5) 150K	15071129 through 15072003
(6) 150L	15072004 through 15075781
(7) 150M	15075782 through 15079405
(8) A150K	A1500001 through A1500226
(9) A150L	A1500227 through A1500432 and A1500434 through A1500523
(10) A150M	A1500524 through A1500734 and 15064970
(11) F150F	F150-0001 through F150-0067
(12) F150G	F150-0068 through F150-0219
(13) F150H	F150-0220 through F150-0389
(14) F150J	F150-0390 through F150-0529

(15) F150K	F15000530 through F15000658
(16) F150L	F15000659 through F15001143
(17) F150M	F15001144 through F15001428
(18) FA150K	FA1500001 through FA1500081
(19) FA150L	FA1500082 through FA1500120
(20) FA150L or FRA150L	FA1500121 through FA1500261 that are equipped with FKA150-2311 and FKA150-2316, or FRA1500121 through FRA1500261
(21) FA150M or FRA150M	FA1500262 through FA1500336 that are equipped with FKA150-2311 and FKA150-2316, or FRA1500262 through FRA1500336
(22) 152	15279406 through 15286033
(23) A152	A1520735 through A1521049, A1500433, and 681
(24) F152	F15201429 through F15201980
(25) FA152	FA1520337 through FA1520425

Note: AD 2009-10-09 R1 (74 FR 57408, November 6, 2009) clarified the applicability of AD 2009-10-09 (74 FR 22429, May 3, 2009), eliminated a duplicate requirement for replacement of safety wire with jamnuts, and clarified the intent of the conditional acceptability of using modification kit part number (P/N) SK152-25 as a terminating requirement to the AD. No further action is required for those already in compliance with AD 2009-10-09 R1, which included verification of full rudder travel as part of the kit work.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 2720, Rudder Control System.

**(e) Unsafe Condition**

Aircraft in full conformity with type design can exceed the travel limits set by the rudder stops. We are issuing this AD to prevent the rudder from traveling past the normal travel limit. Operation in this non-certificated control position is unacceptable and could cause undesirable consequences, such as contact between the rudder and the elevator.

**(f) Compliance**

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

**(g) Actions**

To address this problem, you must do either the actions in option 1 or option 2 of this AD, unless already done:

**Table 2–Actions, Compliance and Procedures**

<b>Actions</b>	<b>Compliance</b>	<b>Procedures</b>
<p>(1) <b>Option 1:</b> For all airplanes that do not have modification kits P/N SK152-25B or P/N SK152-24B installed (or the other kits allowed by Table 3), do the following:</p> <p>(i) Insert the following text into the Limitations section of the FAA-approved airplane flight manual (AFM), and pilot’s operating handbook (POH):  “INTENTIONAL SPINS AND OTHER ACROBATIC/AEROBATIC MANEUVERS PROHIBITED PER AD 2009-10-09. NOTE: THIS AD DOES NOT PROHIBIT PERFORMING INTENTIONAL STALLS.”</p> <p>(ii) Fabricate a placard (using at least 1/8-inch letters) with the following words and install the placard on the instrument panel within the pilot’s clear view: “INTENTIONAL SPINS AND OTHER ACROBATIC/AEROBATIC MANEUVERS PROHIBITED PER AD 2009-10-09.”</p> <p>(iii) The AFM and POH limitations in paragraph (g)(1)(i) of the AD and the placard in paragraph (g)(1)(ii) of this AD may be removed after either paragraph (g)(2)(i) or paragraph (g)(2)(ii) of this AD is done.</p>	<p>Within the next 100 hours time-in-service (TIS) after December 11, 2009 (the effective date retained from AD 2009-10-09 R1), or within the next 12 months after December 11, 2009 (the effective date retained from AD 2009-10-09 R1), whichever occurs first.</p>	<p>A person authorized to perform maintenance as specified in 14 CFR 43.3 of the Federal Aviation Administration Regulations (14 CFR 43.3) is required to make the AFM and POH changes, fabricate the placard required in paragraph (g)(1)(ii) of this AD, and make an entry into the aircraft logbook showing compliance with the portion of the AD per compliance with 14 CFR 43.9.</p>
<p>(2) <b>Option 2:</b> Install a rudder stop modification kit:</p> <p>(i) For airplanes with a forged bulkhead, replace the rudder stops, rudder stop bumpers, and attachment hardware with the new rudder stop modification kit P/N SK152-25B.</p> <p>(ii) For airplanes with a sheet metal bulkhead, replace the rudder stops, rudder stop bumpers, and attachment hardware with the new rudder stop modification kit P/N SK152-24B.</p> <p>(iii) Refer to Table 3 in paragraph (g) of this AD for other applicable kit P/Ns.</p>	<p>Within the next 100 hours TIS after December 11, 2009 (the effective date retained from AD 2009-10-09 R1), or within the next 12 months after December 11, 2009 (the effective date retained from AD 2009-10-09 R1), whichever occurs first.</p>	<p>Follow Cessna Aircraft Company Service Bulletin SEB01-1, Revision 1, dated March 22, 2011; and, as applicable, either Cessna Aircraft Company Service Kit SK152-25B, dated March 22, 2011, or Cessna Aircraft Company Service Kit SK152-24B, dated March 22, 2011.</p>

**(h) Kit Part Number Applicability**

Table 3 of this AD identifies when a kit P/N that has already been ordered may be used to comply with this AD. All future orders received by Cessna for kits P/Ns SK152-24, SK152-25, SK152-24A, and SK 152-25A will automatically be filled with P/Ns SK152-24B and SK152-25B, respectively.

**Table 3–Kit Applicability**

<b>Kit P/N</b>	<b>Type of Bulkhead</b>	<b>Can it be installed to comply with this AD, or will credit be given for compliance with previous revisions of this AD?</b>
(1) SK152-24	sheet metal	NO
(2) SK152-25	forged	ONLY if washer P/N NAS1149F0332P is used (and this is recorded in the maintenance log), AND full rudder travel can be verified.
(3) SK152-24A	sheet metal	ONLY if full rudder travel can be verified.
(4) SK152-25A	forged	ONLY if full rudder travel can be verified.
(5) SK152-24B	sheet metal	YES
(6) SK152-25B	forged	YES

**(i) Credit for Actions Accomplished Using Previous Service Information**

Credit will be given for the actions in paragraphs (g)(1) and (g)(2) of this AD if already done and you were able to verify full rudder travel before the effective date of this AD per AD 2009-10-09 R1, Amendment 39-16074 (74 FR 57408, November 6, 2009); Cessna Aircraft Company Service Bulletin SEB01-1, dated January 22, 2001; and, as applicable, either Cessna Aircraft Company Service Kit SK152-25A, Revision A, dated February 9, 2001, or Cessna Aircraft Company Service Kit SK152-24A, Revision A, dated March 9, 2001.

**(j) Alternative Methods of Compliance (AMOCs)**

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

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(3) AMOCs approved for AD 2009-10-09 (74 FR 22429, May 3, 2009) and AD 2009-10-09 R1 (74 FR 57408, November 6, 2009) are approved as AMOCs for this AD.

**(k) Related Information**

For more information about this AD, contact Ann Johnson, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4105; fax: (316) 946-4107; e-mail: ann.johnson@faa.gov.

**(l) 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 September 12, 2011:

- (i) Cessna Aircraft Company Service Bulletin SEB01-1, Revision 1, dated March 22, 2011;

(ii) Cessna Aircraft Company Service Kit SK152-25B, dated March 22, 2011; and

(iii) Cessna Aircraft Company Service Kit SK152-24B, dated March 22, 2011.

(2) For service information identified in this AD, contact Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, KS 67277; telephone: (316) 517-5800; fax: (316) 517-7271; Internet: <http://www.cessna.com>.

(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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Kansas City, Missouri, on August 11, 2011.

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



**FAA**  
**Aviation Safety**

## AIRWORTHINESS DIRECTIVE

[www.faa.gov/aircraft/safety/alerts/](http://www.faa.gov/aircraft/safety/alerts/)  
[www.gpoaccess.gov/fr/advanced.html](http://www.gpoaccess.gov/fr/advanced.html)

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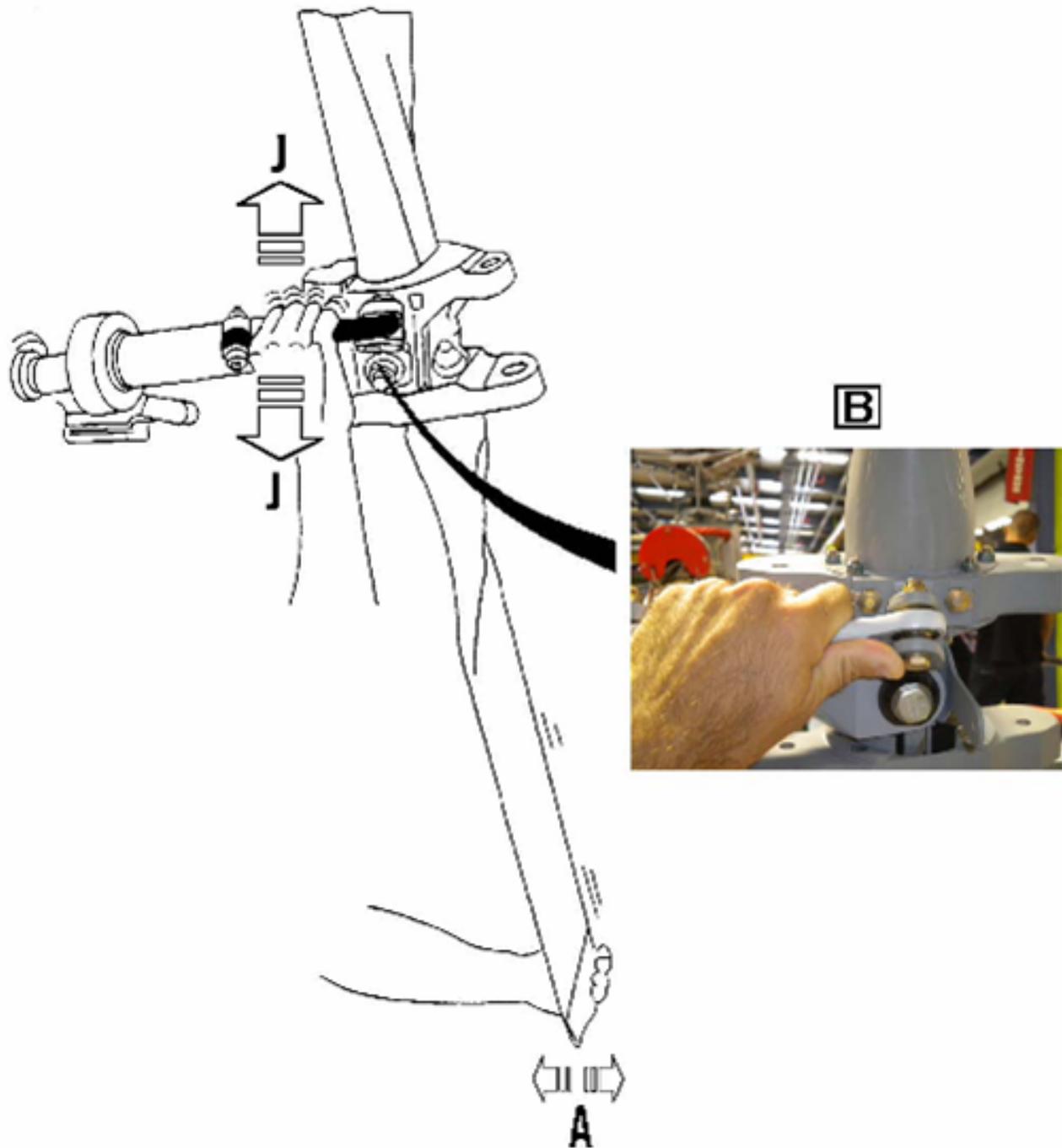
**2011-22-05 EUROCOPTER FRANCE (EUROCOPTER):** Amendment 39-16847; Docket No. FAA-2011-1158; Directorate Identifier 2010-SW-018-AD; supersedes AD 2003-22-06, issued October 22, 2003 (68 FR 61608; October 29, 2003), Amendment 39-13354, Docket No. 2000-SW-12-AD.

**Applicability:** Eurocopter Model AS350B, B1, B2, B3, BA, C, D, D1; and Model AS355E, F, F1, F2, N, and NP helicopters; with tail rotor (T/R) pitch control rod (control rod), part number (P/N) 350A33-2100-00, -01, -02, -03, -04; P/N 350A33-2121-00, -01, -02; P/N 350A33-2143-00; or P/N 350A33-2145-00 or -01, installed; certificated in any category.

**Compliance:** Required as indicated.

To prevent failure of a T/R control rod, loss of T/R control, and subsequent loss of control of the helicopter, accomplish the following:

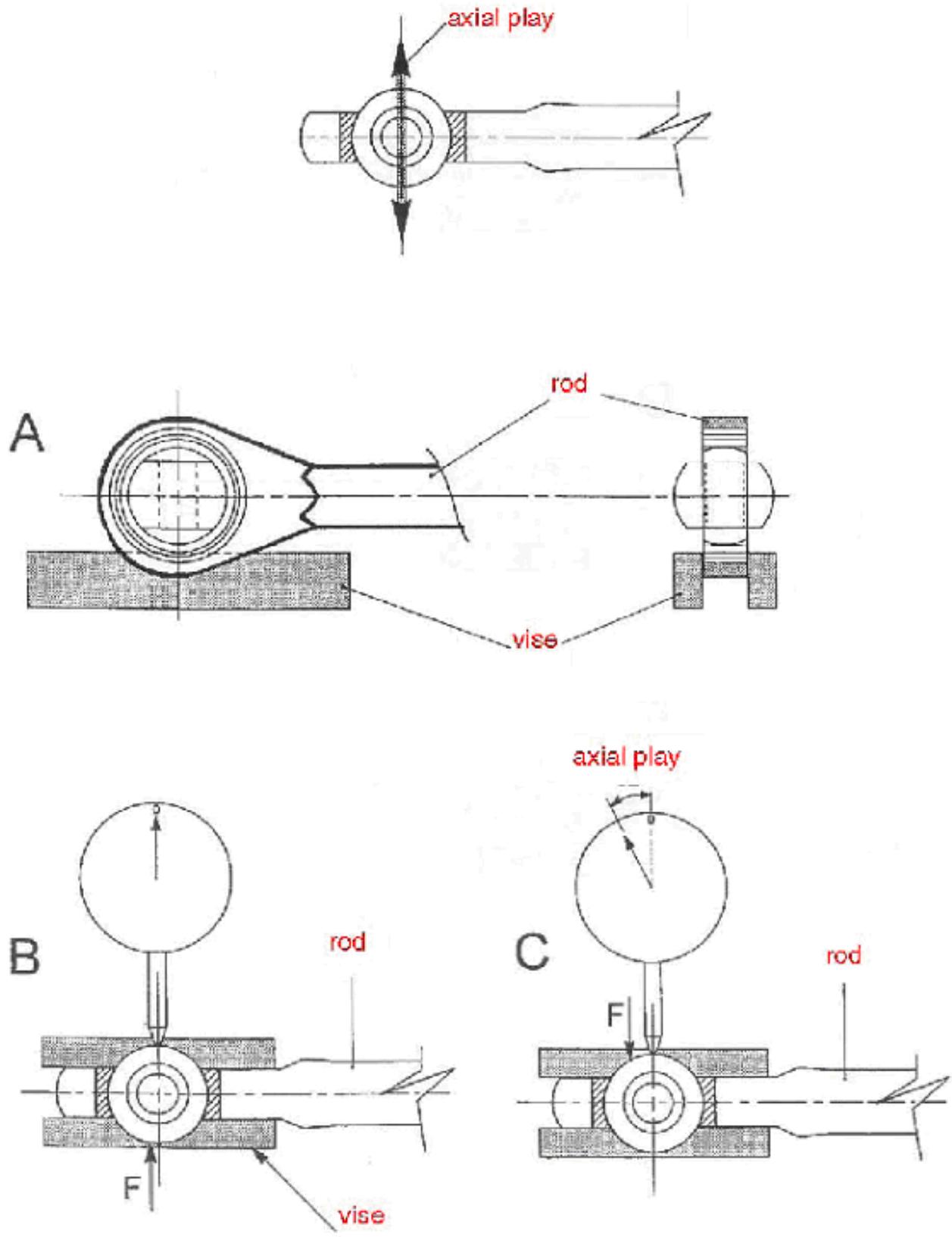
(a) Before the first flight of each day, place the T/R pedals in the neutral position. If the helicopter is fitted with a T/R load compensator, discharge the accumulator as described in the rotorcraft flight manual. Check the control rod bearing (bearing) for play on the helicopter, by observation and feel, by slightly moving the T/R blade in the flapping axis while monitoring the bearing for movement. See the following Figure 1 of this AD. The actions required by this paragraph may be performed by the owner/operator (pilot) holding at least a private pilot certificate, and must be entered into the helicopter maintenance records showing compliance with this AD in accordance with 14 CFR 43.9(a)(1)-(4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.173, 121.380, or 135.439.



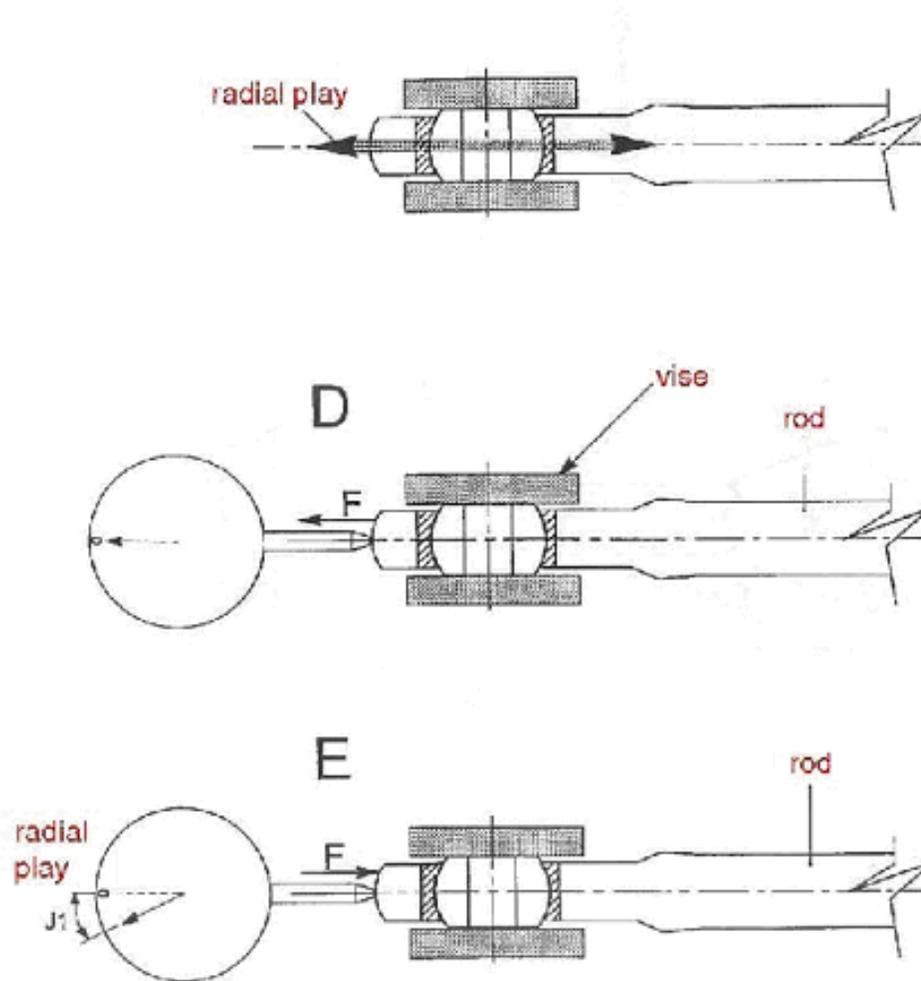
**Figure 1: Manual Check for Play of the Tail Rotor Pitch Control Rod**

(b) If the Teflon cloth is coming out of its normal position within the bearing, totally or partially, or if there is discoloration or scoring on the bearing, before further flight, replace the control rod with an airworthy control rod.

(c) If a pilot or mechanic detects play, a mechanic must remove the control rod from the helicopter, and using a dial indicator, measure the bearing wear according to the following and as shown in Figures 2 and 3 of this AD:



**Figure 2: Measurement of the Axial Play (A) of the Bearing**



**Figure 3: Measurement of the Radial Play (R) of the Bearing**

- (1) Remove the control rod from the helicopter.
  - (2) Mount the control rod in a vise as shown in Figure 2 of this AD.
  - (3) Using a dial indicator, take axial play readings by moving the spherical bearing in the direction F (up and down) as shown in Figure 2 of this AD.
  - (4) Install a bolt through the bearing and secure it with a washer and nut to provide a clamping surface when the bearing is clamped in a vise.
  - (5) Mount the control rod and bearing in a vise as shown in Figure 3 of this AD.
  - (6) Using a dial indicator, take radial play measurements by moving the control rod in the direction F as shown in Figure 3 of this AD.
  - (7) Record the hours of operation on each control rod.
  - (8) If the radial play exceeds 0.008 inch or axial play exceeds 0.016 inch, replace the control rod with an airworthy control rod before further flight.
  - (9) If the radial and axial play are within limits, reinstall the control rod.
  - (10) Thereafter, at intervals not to exceed 30 hours time-in-service, remove the control rod and measure the bearing play with a dial indicator in accordance with paragraph (c) of this AD.
- (d) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Safety Management Group, DOT/FAA, ATTN: Jim Grigg, Manager, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, TX 76137, telephone (817) 222-5126, fax (817) 222-5961, for information about previously approved alternative methods of compliance.
- (e) The Joint Aircraft System/Component Code is 6720: Tail rotor control system.

(f) This amendment becomes effective on November 25, 2011.

Note: The subject of this AD is addressed in European Aviation Safety Agency (France) AD No. 2010-0006, dated January 7, 2010.

Issued in Fort Worth, Texas, on October 12, 2011.

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



**2011-22-08 MD Helicopters, Inc. Model MD900 Helicopters:** Amendment 39-16851; Docket No. FAA-2010-1301; Directorate Identifier 2010-SW-008-AD. Supersedes AD 2008-22-53, Amendment 39-15756 (73 FR 73165, December 2, 2008), Directorate ID 2008-SW-61-AD.

### Applicability

Model MD900 helicopters with a Vertical Stabilizer Control System (VSCS) tube adapter, part number (P/N) 500N7218-1, installed, certificated in any category.

### Compliance

Required before further flight, unless accomplished previously.

To prevent loss of yaw control and subsequent loss of control of the helicopter, do the following:

- (a) Turn ON both VSCS switches.
- (b) If installed, de-energize the autopilot (AP/SAS) as follows:
  - (1) Determine if the AP/SAS trim actuators are centered. If the AP/SAS trim actuators are not centered, center them.
  - (2) After the AP/SAS trim actuators are centered:
    - (i) Turn the AP/SAS MSTR switch to the OFF position.
    - (ii) Pull the following AP circuit breakers located on the A601 Essential Bus Circuit Breaker Panel, mounted in the cockpit console, and install a plastic cable tie on each circuit breaker to prevent accidental energizing of the circuit:
      - (A) AP/SAS CMPTR (CB28),
      - (B) AP/SAS DISC (CB29), and
      - (C) AP/SAS ACCEL (CB30).
  - (3) Install a placard next to the AP Mode Select panel that contains the AP/SAS MSTR switch stating "AP/SAS DEACTIVATED."
- (c) Install a placard on the instrument panel as close as practicable to the airspeed indicator that states:

"AIRSPEED LIMIT 100 KIAS or VNE, WHICHEVER IS LESS. VFR FLIGHT ONLY, AUTOPILOT OFF."
- (d) Make pen and ink changes or insert a copy of this AD into the Limitations section of the rotorcraft flight manual (RFM) to revise the limitations as follows: "VNE is limited to 100 KIAS or less as determined by referring to the airspeed VNE placard already installed on the helicopter. VFR Flight Only, Autopilot OFF."
- (e) Make pen and ink changes or insert a copy of this AD into the Limitations section of the RFM to revise the emergency procedures as follows: "If you experience an anti-torque system malfunction, turn both VSCS switches to OFF during final approach for a run-on landing."
- (f) Instead of complying with paragraphs (a) through (e) of this AD, you may replace both VSCS tube adapters, P/N 500N7218-1, with airworthy VSCS tube adapters, P/N 900C2010303-101. If you install VSCS tube adapters, P/N 900C2010303-101, and previously have complied with AD 2008-22-53 (73 FR 73165, December 2, 2008), return the helicopter to its normal configuration by returning the switches and circuit breakers to their normal operating position, operationally testing

the auto-pilot system, removing the two placards, and removing the revisions to the RFM pertaining to the airspeed limitation. Replacing both VSCS tube adapters, P/N 500N7218-1, with airworthy VSCS tube adapters, P/N 900C2010303-101, and returning the helicopter to its normal operating configuration constitutes terminating action for the requirements of this AD.

Note: MD Helicopters Service Bulletin SB900-110R1, dated December 3, 2008, which is not incorporated by reference, contains additional information about the subject of this AD. Copies of this service information may be obtained from MD Helicopters, Inc., Attn: Customer Support Division, 4555 E. McDowell Rd., Mail Stop M615, Mesa, Arizona 85215-9734, telephone 1-(800) 388-3378, fax (480) 346-6813, or on the Web at <http://www.mdhelicopters.com>. This service information may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(g) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Los Angeles Aircraft Certification Office, FAA, Attn: Eric D. Schrieber, Aviation Safety Engineer, Airframe Branch, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627-5348, fax (562) 627-5210, for information about previously approved alternative methods of compliance.

(h) The Joint Aircraft System/Component (JASC) Code is 6720: Tail Rotor Control System.

(i) This amendment becomes effective on December 13, 2011.

Issued in Fort Worth, Texas, on October 18, 2011.

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



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**2011-23-01 Thielert Aircraft Engines GmbH:** Amendment 39-16852; Docket No. FAA-2010-0683; Directorate Identifier 2010-NE-25-AD.

**(a) Effective Date**

This AD is effective November 22, 2011.

**(b) Affected ADs**

This AD supersedes AD 2010-18-02, Amendment 39-16415, (75 FR 52240, August 25, 2010).

**(c) Applicability**

This AD applies to Thielert Aircraft Engines GmbH (TAE):

- (1) TAE 125-01 reciprocating engines (commercial designation Centurion 1.7), all serial numbers (S/Ns), if a clutch assembly part number (P/N) 02-7210-11001R13 is installed, and
- (2) TAE 125-02-99 reciprocating engines (commercial designation Centurion 2.0), all S/Ns, if a clutch assembly P/N 05-7211-K006001 or P/N 05-7211-K006002 is installed.

**(d) Unsafe Condition**

This AD was prompted by TAE identifying additional clutch assemblies that could fail with nonconforming disc springs. These failures could lead to engine in-flight shutdown and loss of control of the airplane. We are issuing this AD to correct the unsafe condition on these products.

**(e) Actions and Compliance**

Unless already done, do the following actions.

(1) After the effective date of this AD, for clutch assembly P/N 02-7210-11001R13, P/N 05-7211-K006001 and P/N 05-7211-K006002, with an S/N listed in TAE Service Bulletin (SB) No. TM TAE 125-0021, Revision 1, dated August 17, 2011, or SB No. TM TAE 125-1011 P1, Revision 2, dated August 31, 2011, do the following:

- (i) For engines with affected clutch assemblies that have accumulated 100 flight hours or more on the effective date of this AD, replace the clutch assembly before further flight.
- (ii) For engines with affected clutch assemblies that have accumulated less than 100 flight hours on the effective date of this AD, replace the clutch assembly before accumulating 100 flight hours.

(2) After the effective date of this AD:

(i) Do not install an engine having a clutch assembly that is listed by S/N in TAE SB No. TM TAE 125-0021, Revision 1, dated August 17, 2011, or SB No. TM TAE 125-1011 P1, Revision 2, dated August 31, 2011, and

(ii) Do not install any clutch assembly listed by S/N in TAE SB No. TM TAE 125-0021, Revision 1, dated August 17, 2011, or SB No. TM TAE 125-1011 P1, Revision 2, dated August 31, 2011, into any engine.

**(f) Alternative Methods of Compliance (AMOCs)**

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

**(g) Related Information**

(1) Refer to MCAI EASA AD 2011-0152-E, dated August 18, 2011, for related information.

(2) Contact Alan Strom, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; email: alan.strom@faa.gov; phone: (781) 238-7143; fax: (781) 238-7199, for more information about this AD.

**(h) Material Incorporated by Reference**

(1) You must use Thielert Aircraft Engines GmbH Service Bulletin No. TM TAE 125-0021, Revision 1, dated August 17, 2011, and Service Bulletin No. TM TAE 125-1011 P1, Revision 2, dated August 31, 2011, to identify the affected clutch assemblies requiring replacement by this AD.

(2) 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 service information identified in this AD, contact Thielert Aircraft Engines GmbH, Platanenstrasse 14 D-09350, Lichtenstein, Germany; phone: 37204-696-0; fax: 37204-696-55; email: engines.com">info@centurion-engines.com.

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

Issued in Burlington, Massachusetts, on October 19, 2011.

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



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**2011-23-11 Pacific Aerospace Limited:** Amendment 39-16862; Docket No. FAA-2011-0971; Directorate Identifier 2011-CE-030-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective December 15, 2011.

**(b) Affected ADs**

None.

**(c) Applicability**

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

**(d) Subject**

Air Transport Association of America (ATA) Code 52: Doors.

**(e) Reason**

The mandatory continuing airworthiness information (MCAI) states:

Investigation of a recent Cresco 08-600 accident identified a risk of the hopper lid interfering with the opening of the canopy in the event of an emergency landing. The pilot was prevented from opening the canopy by the hopper lid in the fully forward open position. This AD is issued due to the fact that the hopper lid installation on the accident aircraft was an unapproved modification and the Fletcher FU24 hopper installation is a similar design to the Cresco 08-600.

The MCAI requires reviewing the aircraft records, doing a conformity inspection for an approved design hopper lid installation, and removing the hopper lid installation, if not an approved design.

**(f) Actions and Compliance**

Unless already done, do the following actions within 150 hours time-in-service (TIS) after December 15, 2011 (the effective date of this AD) or within 12 calendar months after December 15, 2011 (the effective date of this AD), whichever occurs first:

(1) Review the aircraft records and determine whether a hopper lid modification has been recorded. If a hopper lid modification has been recorded, determine whether the aircraft was certified for release to service after completion of the modification and whether the applicable approved technical data (supplemental type certificate (STC) or field approval) is referenced. Visually inspect for an unapproved hopper lid modification.

(2) If the hopper lid modification is an approved design, do a conformity inspection and determine whether the hopper lid modification conforms to the applicable approved technical data (supplemental type certificate (STC) or field approval).

(3) If the hopper lid modification is not an approved design (STC or field approval), before further flight, remove the hopper lid installation.

Note 1: The Frontier-Aerospace Incorporated Models Fletcher FU-24 and Fletcher FU-24A airplanes do not have this unsafe condition and are not affected by this AD.

Note 2: The basic hopper installation for the Pacific Aerospace Limited Model FU24-954 airplane does not include a hopper lid due to the canopy sliding partly over the hopper inlet. A separate approval must be obtained to install a hopper lid.

### **FAA AD Differences**

Note 3: This AD differs from the MCAI and/or service information as follows: No differences.

### **(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**

MCAI Civil Aviation Authority (CAA) AD DCA/FU24/180, dated July 28, 2011, for related information. 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**

None.

Issued in Kansas City, Missouri, on November 2, 2011.  
John Colomy,  
Acting Manager, Small Airplane Directorate,  
Aircraft Certification Service.



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**2011-23-13 Honeywell International Inc.:** Amendment 39-16864; Docket No. FAA-2011-1159; Directorate Identifier 2011-NE-34-AD.

**(a) Effective Date**

This AD is effective November 29, 2011.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Honeywell International Inc. LTS101-600A-2, -3, -3A, and LTS101-700D-2 turboshaft engines with a power turbine governor (PTG) model AL-AB1, part number 4-301-289-03, 4-301-289-05, 4-301-289-09, 4-301-101-16, or 4-301-101-18, installed, that is marked with compliance symbol N or P, or with no compliance symbol, on the PTG identification plate.

**(d) Unsafe Condition**

This AD was prompted by reports of two accidents where the engines suddenly lost power and the helicopters had to make emergency autorotation landings, leading to substantial damage to the helicopters. We are issuing this AD to prevent loss of engine power, leading to emergency autorotation landing and damage to the helicopter.

**(e) Compliance**

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

**(f) PTGs Marked With Compliance Symbol N, or With No Compliance Symbol**

(g) For PTGs that are marked with compliance symbol N, or with no compliance symbol, on the PTG identification plate:

(1) If the PTG has more than 150 operating hours time-since-new (TSN), time-since-overhaul (TSO), or time-since-replacement (TSR), on the effective date of this AD, replace it with a PTG that is eligible for installation, within the next 50 operating hours.

(2) If the PTG has 150 or fewer operating hours TSN, TSO, or TSR, on the effective date of this AD, replace it with a PTG that is eligible for installation, before accumulating 200 total operating hours.

(3) Thereafter, replace it with a PTG that is eligible for installation, within every 200 operating hours TSN, TSO, or TSR.

**(h) PTGs Marked With Compliance Symbol P**

(i) For PTGs that are marked with compliance symbol P, on the PTG identification plate:

(1) Replace it with a PTG that is eligible for installation, before accumulating 900 operating hours.

(2) Thereafter, replace it with a PTG that is eligible for installation within every 900 operating hours TSN, TSO, or TSR.

**(j) Alternative Methods of Compliance (AMOCs)**

The Manager, Los Angeles Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

**(k) Related Information**

(1) For more information about this AD, contact Robert Baitoo, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, 3960 Paramount Blvd., Lakewood, CA 90712; phone: (562) 627-5245; fax: (562) 627-5210; email: robert.baitoo@faa.gov.

(2) Honeywell International Inc. Service Bulletin No. LTS101-73-20-A0268, dated August 23, 2011, also pertains to this AD.

(3) For service information identified in this AD, contact Honeywell International Inc., P.O. Box 52181, Phoenix, AZ 85072-2181, phone: (800) 601-3099; Web site: <http://portal.honeywell.com/wps/portal/aero>.

**(l) Material Incorporated by Reference**

None.

Issued in Burlington, Massachusetts, on November 4, 2011.  
Peter A. White,  
Manager, Engine & Propeller Directorate,  
Aircraft Certification Service.



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**2011-24-01 Piaggio Aero Industries S.p.A.:** Amendment 39-16865; Docket No. FAA-2011-0954; Directorate Identifier 2011-CE-028-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective December 22, 2011.

**(b) Affected ADs**

None.

**(c) Applicability**

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

(1) Certificated in any category; and

(2) Have any of the following main landing gear (MLG) actuators installed:

(i) Messier-Dowty Part Number (P/N) 114346003 (left hand side): with serial number (S/N) SA0706275, SA0706276, SA0706726, SA0706727, SA0706728, SA0706729, SA0706738, SA0706739, SA0707243, SA0707864, or SA0708072; or

(ii) Messier-Dowty P/N 114346004 (right hand side): with S/N SA0703800, SA0703801, SA0705520, SA0706219, SA0706960, or SA0706961.

**(d) Subject**

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

**(e) Reason**

The mandatory continuing airworthiness information (MCAI) states:

Some lock sleeves (part number (P/N) 114146681), which were installed in some Main Landing Gear (MLG) actuators, had been incorrectly manufactured.

If left uncorrected, this condition could lead to failure to lock the MLG actuator or to its unlock from the correct position, with subsequent possible damage to the aeroplane and injuries to occupants during landing.

This AD requires replacing defective MLG actuators with serviceable ones.

Defective actuators can be repaired by the manufacturer and identified with the "P180-32-29" marking on the name plate.

**(f) Actions and Compliance**

Unless already done, do the following actions:

(1) Within 25 hours time-in-service (TIS) after December 22, 2011 (the effective date of this AD), inspect both installed MLG actuators to determine if an affected P/N and S/N actuator is installed.

(2) If any affected P/N and S/N actuator is identified with the "P180-32-29" marking on the name plate, no further action is required by this AD on that actuator.

(3) If one or both affected MLG actuators are not identified with the "P180-32-29" marking on the name plate, before reaching a total of 3,000 landings on the actuator or within the next 150 landings after December 22, 2011 (the effective date of this AD), whichever occurs later, replace the affected actuator(s) with serviceable parts following Part B of the Accomplishments Instructions of Piaggio Aero Industries S.p.A. Mandatory Service Bulletin No. 80-0304, dated July 9, 2010. If landing data is not available, the use of a one-to-one landing to flight hour conversion must be applied (example: 3,000 landings equal 3,000 hours TIS).

(4) After December 22, 2011 (the effective date of this AD), do not install any MLG actuator having an affected P/N and S/N, unless it is identified with the "P180-32-29" marking on the name plate.

**Note 1:** There is a warranty expiration date for the replacement of the actuators. The FAA recommends owners/operators that have affected main landing gear actuators contact the manufacturer immediately and replace the actuators under warranty.

**FAA AD Differences**

**Note 2:** This AD differs from the MCAI and/or service information as follows: None.

**(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.: 2011-0133, dated July 12, 2011; and Piaggio Aero Industries S.p.A. Mandatory Service Bulletin No. 80-0304, dated July 9, 2010, for related information.

**(i) Material Incorporated by Reference**

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 the date specified:

(1) Piaggio Aero Industries S.p.A. Mandatory Service Bulletin No. 80-0304, dated July 9, 2010, approved for IBR on December 22, 2011.

(2) For service information identified in this AD, contact Piaggio Aero Industries S.p.A. Airworthiness Office; Via Luigi Cibrario, 4-16154 Genova-Italy; telephone: +39 010 6481353; fax: +39 010 6481881; Email: [airworthiness@piaggioaero.it](mailto:airworthiness@piaggioaero.it).

(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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

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John R. Colomy,  
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