



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

**BIWEEKLY 2010-23**

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

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Federal Aviation Administration  
Regulatory Support Division  
Delegation and Airworthiness Programs Branch, AIR-140  
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## SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

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

### Biweekly 2010-01

2009-26-05		Pilatus Aircraft Ltd	PC-7
2009-26-07	S 2009-12-51	Turbomeca	Engine: Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1
2009-26-08	S 2006-21-12	AeroSpace Technologies of Australia Pty Ltd	N22B, N22S, and N24A
2009-26-12	S 2008-19-05	Engine Components, Inc. (ECi)	See AD

### Biweekly 2010-02

2009-21-08	R1	PIAGGIO AERO INDUSTRIES S.p.A.	P-180
2010-01-03		Fire Fighting Enterprises Limited	See AD
2010-02-01		Turbomeca S.A	Arriel 1B, 1D, and 1D1
2010-02-51	E	AGUSTA S.p.A	A109A, A109A II, A109C, and A109K2

### Biweekly 2010-03

2009-19-51		Agusta S.p.A	AB139 and AW139
2009-26-11	S 2006-07-15	Thrush Aircraft, Inc.	See AD
2010-02-07		Eurocopter France	Rotorcraft: SE3160, SA315B, SA316B, SA316C, and SA319B
2010-02-08		Turbomeca	Engine: Turmo IV A and IV C
2010-03-01		Eurocopter France	Rotorcraft: AS332L1, AS332L2, and EC225LP
2010-03-02		Lifesaving Systems Corp.	Appliance

### Biweekly 2010-04

2009-23-51		Sikorsky Aircraft Corporation	Rotorcraft: S-92A
2010-03-03		Bell Helicopter Textron, Inc	Rotorcraft: 205B and 212
2010-03-04		PIAGGIO AERO INDUSTRIES S.p.A	P-180
2010-03-06		Turbomeca	Engine: Arriel 2B and 2B1
2010-03-09		Piaggio Aero Industries S.p.A	P-180

### Biweekly 2010-05

2010-04-05	S 2003-12-05	McCaughey Propeller Systems	Propeller: 1A103/TCM
2010-04-06		Thielert Aircraft Engines GmbH	Engine: TAE 125-01
2010-04-07		Turbomeca	Engine: Arriel 2S1
2010-04-11		Extra Flugzeugproduktions- und Vertriebs- GmbH	EA-300/200, EA-300/L
2010-04-14		Augustair, Inc	2150, 2150 <sup>a</sup> , 2180
2010-04-15		SCHEIBE-Flugzeugbau GmbH	Glider: SF 25C
2010-04-16		SICLI	Appliance: portable fire extinguishers
2010-05-02	S 2009-08-10	Pilatus Aircraft Ltd	PC-12/47E
2010-05-51	E	Eurocopter	Rotorcraft: EC120B

### Biweekly 2010-06

2010-05-10		Hawker Beechcraft	B300, B300C
2010-06-02		Hawker Beechcraft	G58

**Biweekly 2010-07**

2010-06-03		Eurocopter France	Rotorcraft: AS355E, AS355F, AS355F1, AS355F2, and AS355N
2010-06-06	S 99-16-13	MD Helicopters, Inc	Rotorcraft: MD-900
2010-06-07		Eurocopter France	Rotorcraft: AS 332 C, L, L1, and L2; AS 350 B3; AS355 F, F1, F2, and N; SA 365N and N1; AS 365 N2 and N3; SA 366G1; EC 130 B4; and EC 155B and B1
2010-06-08		Sikorsky Aircraft Corporation	Rotorcraft: S-76C
2010-06-11		Honeywell International Inc.	Engine: TFE731-2, TFE731-2A, TFE731-2C, TFE731-3, TFE731-3A, TFE731-3AR, TFE731-3B, TFE731-3BR, TFE731-3C, TFE731-3CR, TFE731-3D, TFE731-3DR, TFE731-3R, TFE731-4, TFE731-4R, TFE731-5, TFE731-5AR, TFE731-5BR, and TFE731-5R
2010-06-12		Thielert Aircraft Engines GmbH	Engine: TAE 125-01 and TAE 125-02-99

**Biweekly 2010-08**

2009-08-08 R1	R 2010-08-08	Turbomeca S.A	Engine: Arriel 1B, 1D, and 1D1, Arriel 2B and 2B1
2010-07-02	S 2006-22-05	Honeywell, Inc	Appliance: See AD
2010-07-07		Socata	TBM 700
2010-07-08		Kelly Aerospace Energy Systems, LLC	Appliance: See AD
2010-08-01		Aircraft Industries a.s	Glider: L 23 Super Blanik

**Biweekly 2010-09**

2009-08-05R1	R	Liberty Aerospace Incorporated	XL-2
2010-08-04	2007-10-14	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201
2010-09-08		General Electric Company	Engine: GE CJ610 series turbojet and CF700

**Biweekly 2010-10**

2010-05-51	FR	Eurocopter France	Rotorcraft: EC120B
2010-09-01		Eurocopter France	Rotorcraft: AS350B, BA, B1, B2, B3, C, D and D1; and AS 355E, F, F1, F2, N, and NP
2010-09-02		British Aerospace Regional Aircraft	Jetstream Series 3101 and Jetstream Model 3201
2010-09-04		Honeywell International Inc	Appliance: Primus EPIC and Primus APEX flight management systems (FMS)
2010-09-09		Piaggio Aero Industries S.p.A.	P-180
2010-09-13		Turbomeca	Engine: Makila 2A
2010-10-01	S 2009-05-01	GA 8 Airvan (Pty) Ltd	Glider: GA8 and GA8-TC320

**Biweekly 2010-11**

2010-10-02		Sikorsky Aircraft Corporation	Rotorcraft: S-76A, B, and C
2010-10-03		Sikorsky Aircraft Corporation	Rotorcraft: S-92A
2010-10-09	S 2008-07-01	Turbomeca	Engine: 1B (that incorporate Turbomeca Modification (mod) TU 148), Arriel 1D, 1D1, and 1S1 390
2010-10-10		Hawker Beechcraft	Rotorcraft: AS332L2
2010-10-14		Eurocopter France	Rotorcraft: AS332L1 and AS332L2
2010-10-15		Eurocopter France	Rotorcraft: AS350B, BA, B1, B2, C, D, and D1 helicopters and Model AS355E, F, F1, F2, and N
2010-11-51	E	Eurocopter France	Rotorcraft: S-76A, B, and C
2010-11-52	E	Sikorsky Aircraft	

## 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 2010-12</b>			
2007-19-09 R1 2010-10-16	R	Turbomeca Bell Helicopter Textron and Augusta S.P.A.	Engine: ARRIEL 2B1 Rotorcraft: 205A, 205A-1, 205B, 212, 412, 412EP, and 412CF and Agusta S.p.A. Model AB412, AB412EP
2010-11-04 2010-11-05	S 2009-24-52	Teledyne Continental Motors AVOX Systems and B/E Aerospace	Engine: 240, 346, 360, 470, 520, and 550 and IO-240 See AD
2010-11-06	S 97-11-12	AeroSpace Technologies of Australia Pty Ltd	N22B, N22S, and N24A
2010-11-07 2010-11-08 2010-11-10 2010-11-15 2010-12-51	S 2008-11-20    E	Quartz Mountain Aerospace, Inc Stemme GmbH & Co. KG Turbomeca: Socata Agusta S.p.A.	11E S10-VT Engine: Astazou XIV B and XIV H TBM 700 Rotorcraft: A119 and AW119 MKII
<b>Biweekly 2010-13</b>			
2010-10-12 2010-10-16	S 2005-04-09	Bell Helicopter Textron Canada Bell Helicopter Textron and Agusta S.P.A.	Rotorcraft: 222, 222B, 222U, 230, 430 Rotorcraft: 205A, 205A-1, 205B, 212, 412, 412EP, and 412CF and Agusta S.p.A. Model AB412, AB412EP
2010-11-09 2010-12-01 2010-12-02 2010-12-04 2010-13-01	S 2009-24-13	Thielert Aircraft Engines GmbH Cessna Aircraft Company Turbomeca S.A. PILATUS Aircraft Ltd Microturbo	Engine: TAE 125-01 and TAE 125-02-99 525A Engine: Makila 1A and 1A1 PC-7 Appliance: See AD
<b>Biweekly 2010-14</b>			
2010-13-07 2010-13-08 2010-13-10	S 2006-08-09	Piper Aircraft Air Tractor Ontic Engineering and Manufacturing, Inc	PA-32R-301T, PA046-350P AT-802 and AT-802A Appliance: See AD
<b>Biweekly 2010-15</b>			
2010-14-12		See AD	Rotorcraft: AH-1G, AH-1S, HH-1K, TH-1F, TH-1L, UH-1A, UH-1B, UH-1E, UH-1F, UH-1H, UH-1L, and UH-1P Helicopters; and Southwest Florida Aviation Model UH-1B (SW204 and SW204HP) and UH-1H (SW205)
2010-14-15 2010-14-20 2010-14-21 2010-15-51	   E	Aircraft Industries a.s. McCauley Propeller Systems Thielert Aircraft Engines GmbH Agusta S.p.A.	Glider: L-13 Blanik Propeller: 4HFR34C653/L106FA Engine: TAE 125-01 A119 and AW119 MKII
<b>Biweekly 2010-16</b>			
2010-13-07 2010-15-04 2010-15-05 2010-15-07	COR  S 2010-08-01	Piper Eurocopter France Aircraft Industries a.s Zakład Szybowcowy "Jeźów" Henryk Mynarski	PA-32R-301T, PA-46-350P Rotorcraft: EC225LP Glider: L 23 Super Blanik Sailplanes: PW-6U
2010-15-09 2010-15-10 2010-16-51	S 2009-23-11  E	Embraer Piper Eurocopter France	EMB-500 See AD Rotorcraft: SA330J
<b>Biweekly 2010-17</b>			
2010-15-03 2010-15-06 2010-16-08		Eurocopter France Grob-Werke GmbH Schweizer Aircraft Corp	Rotorcraft: EC 130 B4 Glider: G102 ASTIR CS and G102 STANDARD ASTIR III Rotorcraft: 269D

**Biweekly 2010-18**

2010-11-51	FR	Eurocopter France	Rotorcraft: AS350B, BA, B1, B2, C, D, and D1 helicopters and Model AS355E, F, F1, F2, and N
2010-15-03		Eurocopter France	Rotorcraft: EC 130 B4
2010-15-06		GROB-WERKE GMBH & CO KG	Glider: G102 ASTIR CS and G102 STANDARD ASTIR III
2010-15-51		Agusta S.p.A	Rotorcraft: A119 and AW119 MKII
2010-16-08		Schweizer Aircraft Corporation	Rotorcraft: 269D
2010-17-06		Pratt & Whitney Canada Corp	Engine: PW615F
2010-17-08		Various Aircraft	See AD
2010-17-09		Pilatus Aircraft Ltd	PC-12/47E
2010-17-15		Hawker Beechcraft	390
2010-17-18	S 2010-13-08	Air Tractor	AT-802 and AT-802A
2010-18-02		Thielert Aircraft Engines GmbH	Engine: TAE 125-01, TAE 125-02-99
2010-18-05	S 2010-14-15	Aircraft Industries a.s.	Glider: L-13 Blanik
2010-18-06	S 2005-22-02	GA 8 AIRVAN (PTY)	GA8 and GA8-TC320
2010-18-51	E	MD HELICOPTERS, INC	Rotorcraft: MD900
2010-18-52	E, S 2010-18-51	MD Helicopters, Inc.	MD900

**Biweekly 2010-19**

2010-10-01	R1	GA 8 Airvan	GA8, GA8-TC320
2010-11-09	COR	Thielert Aircraft Engines GmbH	Engine: TAE 125-01 and TAE 125-02-99
2010-12-51	FR	Agusta S.p.A	Rotorcraft: A119 and AW119 MKII
2010-16-51	FR	Eurocopter France	Rotorcraft: SA330J
2010-18-12	COR	Robert E. Rust, Jr.	DeHavilland DH.C1 Chipmunk 21, DH.C1 Chipmunk 22, and DH.C1 Chipmunk 22A
2010-18-14		Bombardier-Rotax GmbH	Engine: 912 F series and 912 S
2010-19-51	E	Bell Helicopter Textron Canada	Rotorcraft: 222, 222B, 222U, 230, and 430

**Biweekly 2010-20**

2010-17-16		Sikorsky Aircraft Corporation	Rotorcraft: S-76A, S-76B, and S-76C
2010-18-12	COR	Robert E. Rust, Jr.	DeHavilland DH.C1 Chipmunk 21, DH.C1 Chipmunk 22, and DH.C1 Chipmunk 22A
2010-19-05		Eurocopter France	Rotorcraft: SA-365N1, AS-365N2, AS 365 N3, EC 155B, and EC155B1
2010-19-06		Turbomeca	Engine: Arriel 1A, 1A1, 1B, 1C, 1C1, 1C2, 1D, 1D1, and 1S1
2010-20-01		GROB-WERKE	G120A

**Biweekly 2010-21**

2009-09-03	R1 R 2009-09-03	Turbomeca S.A.	Engine: ARRIEL 2B and 2B1
2010-20-02		Eurocopter France	AS332C, L, L1, and L2
2010-20-05		Turbomeca S.A.	Engine: ARRIEL 2B
2010-20-06		Grob-Werke	G115C, G115D, and G115D2
2010-20-18		Pacific Aerospace Limited	FU24-954 and FU24A-954
2010-20-20		Eurocopter France	EC 155B, EC155B1, SA-360C, SA-365C, SA-365C1, SA-365C2, SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1
2010-20-21		Agusta S.p.A.	A109E
2010-20-23		Bombardier-Rotax GmbH	Engine: 912 F series, 912 S series, and 914 F series
2010-20-24		Eclipse Aerospace	EA500

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

AD No.	Information	Manufacturer	Applicability
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**Biweekly 2010-22**

2010-20-21	COR	Agusta S.p.A.	Rotorcraft: A109E
2010-21-01		Eurocopter France	Rotorcraft: AS350B, BA, B1, B2, B3, D, AS355E, F, F1, F2, and N
2010-21-07		Eurocopter France	Rotorcraft: AS350B3 and EC130 B4
2010-21-08		Piaggio Aero Industries S.p.A.	P-180
2010-21-09		Piaggio Aero Industries S.p.A.	P-180
2010-21-14		Piaggio Aero Industries S.p.A.	P-180
2010-21-18		Cessna Aircraft Company	336, 337, 337A (USAF 02B), 337B, M337B (USAF 02A), T337B, 337C, T337C, 337D, T337D, 337E, T337E, 337F, T337F, 337G, T337G, 337H, P337H, T337H, T337H-SP, F 337E, FT337E, F 337F, FT337F, F 337G, FT337GP, F337H, and FT337HP
2010-22-08		Eurocopter France	Rotorcraft: AS 350 B, BA, B1, B2, B3, and D; AS355 E, F, F1, F2, and N

**Biweekly 2010-23**

2010-22-07	S 2006-26-51	Eurocopter Deutschland	Rotorcraft: MBB-BK 117 C-2
2010-22-09		Pilatus Aircraft	PC-7
2010-23-01		Piaggio Aero Industries	P-180
2010-23-02		Eurocopter France	Rotorcraft: SA-365N, SA-365N1, AS-365N2, and AS 365 N3
2010-23-09		Austro Engine	Engine: E4 diesel piston



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**2010-22-07 Eurocopter Deutschland GmbH:** Amendment 39-16486; Docket No. FAA-2010-0780; Directorate Identifier 2009-SW-68-AD. Supersedes AD 2006-26-51, Amendment 39 14961, Docket No. FAA-2006-26721, Directorate Identifier 2006-SW-28-AD.

**Effective Date**

(a) This airworthiness directive (AD) becomes effective on December 3, 2010.

**Other Affected ADs**

(b) This AD supersedes AD 2006-26-51, Amendment 39-14961, Docket No. FAA 2006-26721, Directorate Identifier 2006-SW-28-AD.

**Applicability**

(c) This AD applies to Model MBB-BK 117 C-2 helicopters with a tail rotor control lever B642M1009103, installed, certificated in any category.

**Reason**

(d) The mandatory continued airworthiness information (MCAI) AD states: "European Aviation Safety Agency (EASA) was informed by the manufacturer of an in-flight incident in which a dynamic weight broke off the control lever subsequently leading to considerable vibrations. A visual inspection revealed that the threaded bolt of the control lever had broken off." This AD requires actions that are intended to prevent separation of dynamic weights, severe vibration, and subsequent loss of control of the helicopter.

**Actions and Compliance**

(e) Before further flight, unless already done, mark the position of the weights, remove the split pins, remove the weights, and visually inspect the tail rotor control lever in the area around the split pin bore for score marks, notching, scratching, or a crack. Inspect by following the Accomplishment Instructions, paragraph 3.A.(1) through 3.A.(3) and Figure 1, of Eurocopter Alert Service Bulletin MBB BK 117 C-2-64A-002, Revision 2, dated August 6, 2007 (ASB).

(1) If done previously, within the next 8 hours time-in-service (TIS) or before reaching 25 hours TIS after the last inspection, and thereafter at intervals not to exceed 8 hours TIS, repeat the visual inspection of the tail rotor control lever as required by paragraph (e) of this AD.

(2) If you find a score mark, a notch, or a scratch that exceeds the maintenance manual limits, or find a crack, before further flight:

(i) Replace the tail rotor control lever with an airworthy tail rotor control lever; and

(ii) Reidentify the tail rotor head, head assembly, and drive system with the new part numbers by following the Accomplishment Instructions, paragraph 3.B.(1) through 3.B.(8) and 3.C.(1) through 3.C.(2), of the ASB.

(f) Within 100 hours TIS, unless already done, replace the control levers and reidentify the tail rotor head, head assembly, and drive system with the new part numbers by following the Accomplishment Instructions, paragraph 3.B.(1) through 3.B.(8) and 3.C.(1) through 3.C.(2), of the ASB.

(g) Replacing the control levers and reidentifying the part numbers is terminating action for the requirements of this AD.

### **Differences Between the FAA AD and the MCAI AD**

(h) We refer to flight hours as hours TIS. We do not refer to a date of October 31, 2007, for replacing the levers because the date has passed.

### **Other Information**

(i) Alternative Methods of Compliance (AMOCs): The Manager, Safety Management Group, ATTN: DOT/FAA Southwest Region, Sharon Miles, ASW-111, Aviation Safety Engineer, Rotorcraft Directorate, Regulations and Policy Group, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5122, fax (817) 222 5961, has the authority to approve AMOCs for this AD, if requested, using the procedures found in 14 CFR 39.19.

(j) Special flight permits are prohibited.

### **Related Information**

(k) MCAI EASA Airworthiness Directive No. 2006-0237, dated August 31, 2007, which supersedes EASA Emergency AD 2007-0189-E, dated July 12, 2007, contains related information.

### **Joint Aircraft System/Component Code**

(l) The Joint Aircraft System/Component Code is 6400: Tail rotor system-control lever.

### **Material Incorporated by Reference**

(m) The actions shall be done in accordance with the specified portions of Eurocopter Deutschland GmbH Alert Service Bulletin MBB BK117 C-2-64A-002, Revision 2, dated August 6, 2007. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005, telephone (972) 641-3460, fax (972) 641-3527. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas, or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Fort Worth, Texas, on October 12, 2010.

Kim Smith,  
Manager, Rotorcraft Directorate,  
Aircraft Certification Service.



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**2010-22-09 Pilatus Aircraft Ltd.:** Amendment 39-16488; Docket No. FAA-2010-0849; Directorate Identifier 2010-CE-043-AD.

**Effective Date**

- (a) This airworthiness directive (AD) becomes effective December 3, 2010.

**Affected ADs**

- (b) None.

**Applicability**

- (c) This AD applies to PILATUS Aircraft Ltd. Model PC-7 airplanes, manufacturer serial numbers (MSN) 101 through 618, certificated in any category.

**Subject**

- (d) Air Transport Association of America (ATA) Code 57: Wings.

**Reason**

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

This Airworthiness Directive (AD) is prompted due to an occurrence when an aircraft had a partial in-flight separation of the aileron outboard bearing support.

The aileron outboard bearing supports are attached with two forward attachment bolts and two aft attachment bolts. The forward attachment bolts are approximately 3.2 mm (0.125 inch) longer than the aft attachment bolts. If the aileron outboard bearing supports have been removed, it is possible that during the reinstallation of the aileron outboard bearing supports, the attachment bolts can be installed in wrong positions. Bolts that are installed in wrong positions can damage the threads in the rear attachment anchor nuts.

Such a condition, if left uncorrected, could lead to in-flight separation of the aileron outboard bearing support, and as a consequence, the loss or limited controllability of the aircraft.

In order to correct and control the situation, this AD requires a one time inspection to verify that the bolts are installed in the correct positions and the threads of the anchor nuts are in good condition. The replacement of the attachment hardware is required if any damage on the anchor nut threads or a bolt at the wrong location is found.

## **Actions and Compliance**

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

(1) Within 1 month after December 3, 2010 (the effective date of this AD), check the airplane maintenance records to determine if the left and/or right aileron outboard bearing supports have been removed at any time during the life of the airplane. Do this check following paragraph 3.A. of Pilatus Aircraft Ltd. PC-7 Service Bulletin No. 57-015, Rev. No. 1, dated July 23, 2010.

(2) If an entry is found during the airplane maintenance records check required in paragraph (f)(1) of this AD or it is unclear whether or not the left and/or right aileron outboard bearing supports have been removed at any time during the life of the airplane, before further flight, do the actions specified in paragraphs 3.A.(2) through paragraph 3.E of Pilatus Aircraft Ltd. PC-7 Service Bulletin No. 57-015, Rev. No. 1, dated July 23, 2010.

## **FAA AD Differences**

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

## **Other FAA AD Provisions**

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

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

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

(3) Reporting Requirements: For any reporting requirement in this AD, 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.

## **Special Flight Permit**

(h) Special flight permits will not be issued.

**Related Information**

(i) Refer to MCAI Federal Office of Civil Aviation (FOCA) AD HB-2010-010, dated July 29, 2010; and Pilatus Aircraft Ltd. PC-7 Service Bulletin No. 57-015, Rev. No. 1, dated July 23, 2010, for related information.

**Material Incorporated by Reference**

(j) You must use Pilatus Aircraft Ltd. PC-7 Service Bulletin No. 57-015, Rev. No. 1, dated July 23, 2010, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Pilatus Aircraft Ltd., Customer Service Manager, CH-6371 STANS, Switzerland; telephone: +41 (0) 41 619 62 08; fax: +41 (0) 41 619 73 11; Internet: <http://www.pilatus-aircraft.com>.

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

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

Issued in Kansas City, Missouri, on October 21, 2010.

Christina L. Marsh,  
Acting Manager, Small Airplane Directorate,  
Aircraft Certification Service.



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**2010-23-01 Piaggio Aero Industries S.p.A.:** Amendment 39-16490; Docket No. FAA-2010-0778; Directorate Identifier 2010-CE-034-AD.

**Effective Date**

- (a) This airworthiness directive (AD) becomes effective December 10, 2010.

**Affected ADs**

- (b) None.

**Applicability**

- (c) This AD applies to Model PIAGGIO P-180 airplanes, serial numbers 1002 and 1004 through 1191, certificated in any category.

**Subject**

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

**Reason**

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

Some cases of corrosion were detected in the interface between the elevator hinges fittings (metallic) and the horizontal stabilizer (carbon fibre); investigation identified the cause in galvanic corrosion between dissimilar materials.

If left uncorrected, this situation could lead to a structural failure of the elevator, which could result in possible loss of control of the aeroplane.

This AD requires:

- (1) Inspection of the hinges fittings for corrosion and of the stabilizer for delamination;
- (2) Repair of the stabilizer, if necessary;
- (3) Replacement of the fittings, if corroded;
- (4) Improvement of fittings installation;
- (5) Installation of aluminum strips in the stabilizer to improve bonding, in accordance with Piaggio Aero Industries (PAI) Service Bulletin (SB) 80-0262 Revision 2.

## **Actions and Compliance**

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

(1) Within the next 1,500 hours time-in-service (TIS) after December 10, 2010 (the effective date of this AD) or within 4 years after December 10, 2010 (the effective date of this AD), whichever occurs first, do the following:

(i) Remove the left-hand (LH) and the right-hand (RH) elevators and do all of the inspections and corrective actions following the Accomplishment Instructions in Parts A, B, C, D, and E of PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (MANDATORY) N.: SB-80-0262, Revision 2, dated March 17, 2010.

(ii) Reinstall the LH and RH elevators and do the final checks following the Accomplishment Instructions, Part F, of PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (MANDATORY) N.: SB-80-0262 Revision 2, dated March 17, 2010.

(2) We will allow "unless already done" credit for inspections and corrective actions already done, before the effective date of this AD, following PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletins (MANDATORY) N.: SB-80-0262, original issue dated September 24, 2009; or Revision 1 dated December 23, 2009, for compliance with the requirements of this AD.

## **FAA AD Differences**

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

## **Other FAA AD Provisions**

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to Attn: Sarjapur Nagarajan, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4145; fax: (816) 329-4090; e-mail: sarjapur.nagarajan@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.

**Related Information**

(h) Refer to MCAI EASA AD No.: 2010-0124 (Correction: June 22, 2010), dated June 22, 2010; and PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (MANDATORY) N.: SB-80-0262, Revision 2, dated March 17, 2010, for related information.

**Material Incorporated by Reference**

(i) You must use PIAGGIO AERO INDUSTRIES S.p.A. Service Bulletin (MANDATORY) N.: SB-80-0262, Revision 2, dated March 17, 2010, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Piaggio Aero Industries S.p.a., Via Cibrario, 4-16154 Genoa, Italy; phone: +39 010 6481 800; fax: +39 010 6481 374; e-mail: [tech.support@piaggioaero.it](mailto:tech.support@piaggioaero.it); Internet: <http://www.piaggioaero.com>.

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

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

Issued in Kansas City, Missouri, on October 21, 2010.

Christina L. Marsh,  
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)

**2010-23-02 Eurocopter France:** Amendment 39-16491; Docket No. FAA-2010-1082; Directorate Identifier 2009-SW-041-AD.

**Applicability:** Model SA-365N, SA-365N1, AS-365N2, and AS 365 N3-helicopters, with a horizontal stabilizer, part number 365A13-3030-1901, -1902, -1903, -1904, -1905, -1906, -1908, -1909; 365A13-3036-00, -0001, -0002, -0003; or 365A13-3038-00, installed, certificated in any category.

**Compliance:** Before further flight, unless accomplished previously.

To restrict the never-exceed velocity (VNE) to prevent failure of the horizontal stabilizer, and subsequent loss of control of the helicopter, do the following:

(a) Revise the airspeed operating limitation in the Limitations section of the Rotorcraft Flight Manual (RFM) by making pen and ink changes or by inserting a copy of this AD into the RFM stating: "The never-exceed speed (VNE) is limited to 150 knots indicated airspeed (KIAS)," and "The rate-of-descent (R/D) must not exceed 1,500 ft/min when the airspeed is beyond 140 KIAS."

(b) Install one or more self-adhesive placards, with 6 millimeter red letters on white background, on the cockpit instrument panel in full view of the pilot and co-pilot to read as follows:

"VNE LIMITED TO 150 KIAS"

"R/D MUST NOT EXCEED 1,500 ft/min when airspeed is beyond 140 KIAS"

(c) 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: ATTN: Gary Roach, Aerospace Engineer, FAA, Regulations and Policy Group, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone: (817) 222-5130; fax: 817-222-5961, for information about previously approved alternative methods of compliance.

(d) The Joint Aircraft System/Component (JASC) Code is 5510: Horizontal Stabilizer Structure.

(e) This amendment becomes effective on November 22, 2010.

Note: The subject of this AD is addressed in European Aviation Safety Agency Emergency AD No. 2008-0204-E, dated December 4, 2008, and in Eurocopter Emergency Alert Service Bulletin No. 01.00.60, Revision 1, dated December 2, 2008, for the Model AS365N series helicopters.

Issued in Fort Worth, Texas, on October 15, 2010.

Mark R. Schilling,  
Acting Manager, Rotorcraft Directorate,  
Aircraft Certification Service.



**2010-23-09 Austro Engine GmbH:** Amendment 39-16498; Docket No. FAA-2010-1055; Directorate Identifier 2010-NE-35-AD.

**Effective Date**

(a) This airworthiness directive (AD) becomes effective November 22, 2010.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to Austro Engine GmbH model E4 diesel piston engines. These engines are installed on, but not limited to, Diamond Aircraft Industries DA 40 NG and DA 42 NG airplanes.

**Reason**

(d) Several power loss events have been reported, due to rail pressure control failures. Analyses have shown that high pressure (HP) fuel pumps failed as a result of pressure oscillations in the fuel supply line.

We are issuing this AD to prevent engine power loss or in-flight shutdown, which could result in loss of control of the airplane.

**Actions and Compliance**

(e) Unless already done, do the following actions.

(1) Inspect the fuel pressure supply for excessive oscillations using the inspection schedule in Table 1 of this AD.

**Table 1 – Inspection Schedule**

<b>Accumulated Time-Since-New:</b>	<b>Compliance Time:</b>
45 flight hours or more, on the effective date of this AD.	Within 10 flight hours after the effective date of this AD.
Fewer than 45 flight hours, on the effective date of this AD.	At the next scheduled 50 flight hour inspection.
Repetitive inspections.	At each 50 flight-hour scheduled inspection.

(2) Replace the high-pressure fuel pump before further flight with a serviceable high-pressure fuel pump if the oscillations exceed 300mV (750hPa).

(3) Use Austro Engine GmbH Work Instruction No. WI-MSB-E4-009, dated October 7, 2010, to do the inspections.

### **FAA AD Differences**

(f) None.

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

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

### **Related Information**

(h) Refer to MCAI European Aviation Safety Agency Airworthiness Directive 2010-0206-E, dated October 8, 2010, and Austro Engine GmbH Mandatory Service Bulletin No. MSB-E4-009, dated October 7, 2010, for related information. Contact Austro Engine GmbH, Rudolf-Diesel-Strasse 11, A-2700 Weiner Neustadt, Austria, telephone: +43 2622 23000; fax: +43 2622 23000-2711, or go to: <http://www.austroengine.at>, for a copy of this service bulletin.

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

### **Material Incorporated by Reference**

(j) You must use Austro Engine GmbH Work Instruction No. WI-MSB-E4-009, dated October 7, 2010, to do the inspections required by this AD.

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

(2) For service information identified in this AD, contact Austro Engine GmbH, Rudolf-Diesel-Strasse 11, A-2700 Weiner Neustadt, Austria, telephone: +43 2622 23000; fax: +43 2622 23000-2711, or go to: <http://www.austroengine.at>.

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

Issued in Burlington, Massachusetts, on October 27, 2010.

Karen M. Grant,  
Acting Assistant Manager, Engine and Propeller Directorate,  
Aircraft Certification Service.