



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

BIWEEKLY 2011-26

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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 |
|---|--------------|--|--|
| Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information; | | | |
| Biweekly 2011-01 | | | |
| 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 | | |
| Biweekly 2011-02 | | | |
| 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 |
| Biweekly 2011-03 | | | |
| 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 | Gliders: L 23 Super Blanik |
| Biweekly 2011-04 | | | |
| 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 |
| Biweekly 2011-05 | | | |
| 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 |
| Biweekly 2011-06 | | | |
| 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 |
| Biweekly 2011-07 | | | |
| 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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| Biweekly 2011-08 | | | |
| 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 |
| Biweekly 2011-09 | | | |
| 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 turboshaft; and LTP101-600A-1A and LTP101-700A-1A turboprop |
| 2011-09-08 | | Pacific Aerospace Limited | 750XL |
| Biweekly 2011-10 | | | |
| 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 |
| Biweekly 2011-11 | | | |
| 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 |
| Biweekly 2011-12 | | | |
| 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 |
| Biweekly 2011-13 | | | |
| 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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| Biweekly 2011-14 | | | |
| 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 |
| Biweekly 2011-15 | | | |
| 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 |
| Biweekly 2011-16 | | | |
| None | | | |
| Biweekly 2011-17 | | | |
| 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 |
| Biweekly 2011-18 | | | |
| 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 |
| Biweekly 2011-19 | | | |
| 2011-18-19 | S 2010-23-09 | Austro Engine GmbH | Engine: E4 diesel piston |
| Biweekly 2011-20 | | | |
| 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 turboPROP |

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| Biweekly 2011-21 | | | |
| 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 |
| Biweekly 2011-22 | | | |
| 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) |
| Biweekly 2011-23 | | | |
| 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 |
| Biweekly 2011-24 | | | |
| 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 |
| Biweekly 2011-25 | | | |
| 2011-24-07 | | Turbomeca S.A. | Engine: Arriel 2B |
| 2011-24-08 | | Turbomeca S.A. | Engine: Makila 1A2 |
| 2011-25-04 | | Quest Aircraft Design | Kodiak 100 |
| 2011-25-51 | E | Continental Motors | TSIO-520, TSIO-550-K, TSIOF-550K, and IO-550-N |
| Biweekly 2011-26 | | | |
| 2011-21-18 | | Eurocopter France | Rotorcraft: EC 120B |
| 2011-25-01 | | Apical Industries, Inc. | Appliance: Emergency Float Kit |
| 2011-25-12 | | Pratt & Whitney Canada | Engine: PT6A-15AG, -27, -28, -34, -34AG, -34B, and -36 series |
| 2011-25-51 | | Continental Motors | Engine: 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 |
| 2011-26-01 | | Piaggio Aero Industries S.p.A. | P-180 |
| 2011-26-02 | R 2010-19-06 | Turbomeca | Engine: Arriel 1A, 1A1, 1B, 1C, 1C1, 1C2, 1D, 1D1, and 1S1 |



FAA
Aviation Safety

AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/
www.gpoaccess.gov/fr/advanced.html

2011-21-18 Eurocopter France: Amendment 39-16841; Docket No. FAA-2011-0448; Directorate Identifier 2007-SW-51-AD.

Applicability: Model EC 120B helicopters, serial numbers up to and including 1385, with a thrust washer, part number (P/N) C671A1006201, installed on the pilot cyclic control stick friction device; and a pilot cyclic stick, P/N C671A1007101, P/N C671A1007102, or C671A1003102, installed, certificated in any category.

Compliance: Required within 30 days, unless accomplished previously.

To prevent jamming of a pilot cyclic control stick and subsequent loss of control of the helicopter, accomplish the following:

(a) Remove the pilot cyclic control stick; replace the thrust washer, P/N C671A1006201, with two thrust washers, P/N C671A1018201 and P/N C671A1019201; reinstall the pilot cyclic control stick; and perform a functional test of the cyclic control.

(b) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Safety Management Group, Rotorcraft Directorate, FAA, ATTN: Gary Roach, Aviation Safety Engineer, Regulations and Policy Group, ASW-111, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5130, fax (817) 222-5961, for information about previously approved alternative methods of compliance.

(c) The Joint Aircraft System/Component (JASC) Code is 2700: Flight Control System.

(d) This amendment becomes effective on December 20, 2011.

Note: The subject of this AD is addressed in Direction Generale de l'Aviation Civile (France) AD No. F-2005-175, dated October 26, 2005, and Eurocopter Alert Service Bulletin No. 67A011, Revision 1, dated October 24, 2005.

Issued in Fort Worth, Texas, on October 5, 2011.

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



2011-25-01 Apical Industries, Inc.: Docket No. FAA-2010-1190; Directorate Identifier 2010-SW-038-AD.

Applicability: The helicopter models, certificated in any category, with an Emergency Float Kit with a part number (P/N) and serial number (S/N), installed by a supplemental type certificate (STC), as follows:

| Kit P/N | Kit S/N | Affected Helicopter Model | STC Number |
|----------------|----------------|--|-------------------|
| 614.3001 | 080 and below | Bell Helicopter Textron (Bell) 407 | SR01535LA |
| 614.3003 | 133 and below | Bell 206L, L-1, L-3, and L-4 | SR01535LA |
| 614.3007 | 014 and below | Bell 206A and B | SR01535LA |
| 614.7601 | 045 and below | Bell 210, 212, 412, 412CF, 412EP, AB412, and AB412EP | SR01779LA |
| 634.2901 | 012 and below | Bell 427 | SR01813LA |
| 644.1801 | 031 and below | Eurocopter Deutschland Gmbh (Eurocopter) EC135 | SR01855LA |
| 20430-300 | 009 and below | Eurocopter BO-105A, C, S, LS A-1 and LS A-3 | SR00856LA |

Compliance: Within 180 days, unless accomplished previously.

To install placards to aid in locating and deploying liferafts to prevent further injury or loss of life in the event of a helicopter landing in the water, do the following:

(a) Install the Liferaft External Inflation Handle Placard, P/N 600.0897, shown in Figure 1 of Apical Industries Inc. Alert Service Bulletin SB2008-01, Revision A, dated March 3, 2010 (ASB), on the crosstubes or fuselage near the external T-Handles, as shown for two model helicopters in Figures 2 and 3, by following the Accomplishment Instructions, 1.0, paragraphs 1 through 5, of the ASB.

(b) Remove the Liferaft Operation Placard, P/N 634.9703, Revision N/C through B, as shown in Figure 4 of the ASB, and install Liferaft Operation Placard, P/N 634.9703, Revision C, as shown in Figure 5, above all aircraft exits, inside the aircraft in plain view.

(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, Los Angeles Aircraft Certification Office, FAA, ATTN: Venessa Stiger, Aviation Safety Engineer, 3960 Paramount Blvd., Lakewood, California 90712-4137, telephone (562) 627-5337, fax (562) 627-5210, for information about previously approved alternative methods of compliance.

(d) The Joint Aircraft System/Component (JASC) Codes are 2564: Liferaft and 3212: Emergency Flotation Section.

(e) The modification shall be done in accordance with the specified portions of Apical Industries Inc. Alert Service Bulletin SB2008-01, Revision A, dated March 3, 2010. 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 Apical Industries, Inc., 2608 Temple Heights Drive, Oceanside,

California 92056-3512, telephone (760) 724-5300, fax (760) 758-9612, <http://www.apicalindustries.com/>. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Fort Worth, Texas 76137 or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

(f) This amendment becomes effective on January 17, 2012.

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

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



2011-25-12 Pratt & Whitney Canada: Amendment 39-16888; Docket No. FAA-2011-1298; Directorate Identifier 2011-NE-39-AD.

(a) Effective Date

This AD is effective December 28, 2011.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pratt & Whitney Canada PT6A-15AG, -27, -28, -34, -34AG, -34B, and -36 series turboprop engines that have had maintenance done to the power section module involving the first stage reduction sun gear or planetary gear set replacement since December 22, 2008, and having a:

- (1) Timken Alcor Aerospace Technologies, Inc. (TAATI) part manufacturer approval (PMA) replacement first stage reduction sun gear, part number (P/N) E3024765, serial numbers (S/Ns) PC5-051 through PC5-089, or S/Ns SG36-051 through SG36-120, installed; or
- (2) TAATI PMA replacement planetary gear set, P/N E3101455-02, S/Ns EE-051 through EE-197, or S/Ns EE-4051 through EE-4094, or S/N EE-4113, installed.

(d) Unsafe Condition

This AD was prompted by a failure report of a certain TAATI PMA sun gear, installed since December 22, 2008. We are issuing this AD to prevent failure of the sun gear, which will result in an engine in-flight shut down, possible uncontained engine failure, aircraft damage, and serious injuries.

(e) Compliance

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

(f) Chip Detector Inspections

- (1) Within 10 operating hours after the effective date of this AD:
 - (i) Inspect the chip detector on the propeller reduction gearbox assembly for metal debris.
 - (ii) Do the inspections in accordance with paragraph 1 of the Accomplishment Instructions of Timken Alcor Aerospace Technologies, Inc. Alert Service Bulletin No. T-804, Revision B, dated November 7, 2011. If the amount of metal debris found exceeds the allowable limits then, before further flight, permanently remove from service the affected gears as specified in paragraph (g) of this AD.
- (2) Repeat the chip detector inspections within every 25 additional operating hours thereafter, until the affected gears are removed from service.

(g) Gear Removals From Service

Within 60 operating hours or 365 days after the effective date of this AD, whichever occurs first, permanently remove from service the PMA replacement TAATI first stage reduction sun gear and the interacting planetary gears, and the PMA replacement TAATI planetary gear sets and interacting gears, listed in paragraph (c) of this AD, from the propeller reduction gearbox assembly.

(h) Installation Prohibition

(1) After the effective date of this AD, do not install on any airplane, any engine or power section module with a TAATI PMA replacement first stage reduction sun gear, P/N E3024765, S/Ns PC5-051 through PC5-089, or S/Ns SG36-051 through SG36-120, or the associated planetary gears in the propeller reduction gearbox assembly.

(2) After the effective date of this AD, do not install on any airplane, any engine or power section module with a TAATI PMA planetary gear set, P/N E3101455-02, S/Ns EE-051 through EE-197, or S/Ns EE-4051 through EE-4094, or S/N EE-4113, or the associated first stage sun gear in the propeller reduction gearbox assembly.

(i) Gears Are Matched Sets

The sun gear and planetary gear sets as-installed are considered to be matched sets. Therefore, the sun gear and planetary gear sets associated as mating parts with an affected gear in the propeller reduction gearbox assembly must also be permanently removed from service.

(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

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

(l) Material Incorporated by Reference

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

(1) Timken Alcor Aerospace Technologies, Inc. Alert Service Bulletin No. T-804, Revision B, dated November 7, 2011, approved for IBR December 28, 2011.

(2) For service information identified in this AD, contact Timken Alcor Aerospace Technologies, Inc., 3110 N. Oakland, Mesa, Arizona 85215; phone: (480) 632-1039; Web site: <http://www.timken.com/mro>.

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

(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/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on December 1, 2011.

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



2011-25-51 Continental Motors, Inc. (Formerly Teledyne Continental Motors, Continental):
Amendment 39-16891; Docket No. FAA-2011-1341; Directorate Identifier 2011-NE-41-AD.

(a) Effective Date

This AD is effective December 28, 2011 to all persons except those persons to whom it was made immediately effective by Emergency AD 2011-25-51, issued on November 29, 2011, which contained the requirements of this amendment.

(b) Affected ADs

None.

(c) Applicability

This emergency AD applies to Continental Motors, Inc. (CMI) 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 (Turbo-normalized only; STC SE10589SC); with a starter adapter part number (P/N) 642085A17, 642085A19, 642085A20, 642085-1A1, and R-642085A17, installed, where the engine was manufactured between January 1, 2011 and November 20, 2011, or, where a replacement new or rebuilt starter adapter that was purchased from Continental Motors, Inc. and installed between January 1, 2011 and November 20, 2011.

(d) Unsafe Condition

This AD was prompted by 5 reports received of fractures in starter adapter shaft gears in certain P/N CMI starter adapters. We are issuing this AD to prevent failure of the starter adapter gear shaft, leading to an inoperable oil scavenge pump and engine in-flight shutdown.

(e) Compliance

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

(1) For starter adapters with less than 75 hours of total time-in-service (TIS) on the effective date of this AD, before further flight, replace the starter adapter with a starter adapter eligible for installation.

(2) For starter adapters with between 75 and 100 hours of total TIS, inclusive on the effective date of this AD, within the next 10 hours of engine operation, or before exceeding 100 hours TIS, whichever occurs first, replace the starter adapter with a starter adapter eligible for installation.

(3) For starter adapters with more than 100 hours of total TIS on the effective date of this AD, no further action is required.

(f) Definition

For the purpose of this AD, a starter adapter eligible for installation is:

- (1) A starter adapter with one of the P/Ns listed in this AD that has a vibro-peened manufacturer code below the ink stamped P/N on the starter adapter, or
- (2) A starter adapter with one of the P/Ns listed in this AD that has more than 100 hours total TIS.

(g) Alternative Methods of Compliance (AMOCs)

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

(h) Related Information

(1) For further information about this AD, contact: Anthony Holton, Aerospace Engineer, Atlanta Certification Office, FAA, Small Airplane Directorate, 1701 Columbia Avenue, Atlanta, GA 30337; phone: (404) 474-5567; fax: (404) 474-5567; email: anthony.holton@faa.gov.

(2) CMI Mandatory Service Bulletin No. MSB11-4, dated November 23, 2011, pertains to this AD.

(3) For copies of the service information referenced in this AD, contact: Continental Motors, Inc., PO Box 90, Mobile, AL 36601; phone: (251) 438-3411, or go to: <http://tcmlink.com/servicebulletins.cfm>. You may review copies of the referenced service information at the 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.

Issued in Burlington, Massachusetts, on December 5, 2011.

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



2011-26-01 Piaggio Aero Industries S.p.A.: Amendment 39-16889; Docket No. FAA-2011-1040; Directorate Identifier 2011-CE-029-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective January 17, 2012.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Piaggio Aero Industries S.p.A. P-180 Model P-180 airplanes, serial numbers affected 1002 and 1004 through 1189, certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by the baggage door lockpins not engaging properly and the baggage door open light illuminating when the baggage door is not open, which could lead to the pilot disregarding a valid warning. We are issuing this AD to detect and correct baggage door lockpins that do not engage properly and modify the locking mechanism, if necessary.

(f) Actions and Compliance

Unless already done, do the following actions:

(1) If false in-flight BAG DOOR indications have occurred, within 165 hours time-in-service (TIS) after January 17, 2012 (the effective date of this AD) or within the next 60 days after January 17, 2012 (the effective date of this AD), whichever occurs first, do the following actions:

(i) Modify the locking mechanism following the Accomplishment Instructions in Piaggio Aero Industries S.p.A. Service Bulletin No. 80-0223, Revision 1, dated July 31, 2009.

(ii) Inspect the screws on the locking device installed on the door handle for proper tightness and correct as necessary after applying a thread locker following Part D of the Accomplishment Instructions in Piaggio Aero Industries S.p.A. Mandatory Service Bulletin No. 80-0289, Revision 1, dated January 11, 2011.

(2) If false in-flight BAG DOOR indications have not occurred, within 165 hours TIS after January 17, 2012 (the effective date of this AD) or within the next 60 days after January 17, 2012 (the effective date of this AD), whichever occurs first, do the following actions:

(i) Inspect the baggage door and the baggage door locking mechanism and do the necessary corrective actions following Parts A and B of the Accomplishment Instructions in Piaggio Aero Industries S.p.A. Mandatory Service Bulletin No. 80-0289, Revision 1, dated January 11, 2011.

(ii) If after the inspection required by paragraph (f)(2)(i) of this AD, the baggage door adjustment procedure was not required or was required and was done successfully, inspect the screws on the locking device on the door handle with the proper tightness. Take any necessary corrective actions after applying a thread locker following Part D of the Accomplishment Instructions in Piaggio Aero Industries S.p.A. Mandatory Service Bulletin No. 80-0289, Revision 1, dated January 11, 2011.

(iii) If after the inspection required by paragraph (f)(2)(i) of this AD, the baggage door adjustment was required and was not done successfully, within the next 165 hours TIS after January 17, 2012 (the effective date of this AD) or within the next 60 days after January 17, 2012 (the effective date of this AD), whichever occurs first, do the following actions:

(A) Modify the locking mechanism following the Accomplishment Instructions in Piaggio Aero Industries S.p.A. Service Bulletin No. 80-0223, Revision 1, dated July 31, 2009.

(B) Inspect the screws on the locking device installed on the door handle for proper tightness and correct as necessary after applying a thread locker following Part D of the Accomplishment Instructions in Piaggio Aero Industries S.p.A. Mandatory Service Bulletin No. 80-0289, Revision 1, dated January 11, 2011.

(3) If the inspections specified in Piaggio Aero Industries S.p.A. Mandatory Service Bulletin No. 80-0289, dated November 11, 2010, and the modification, if required, specified in Piaggio Aero Industries S.p.A. Service Bulletin No. 80-0223, Revision 1, dated July 31, 2009, were done before January 17, 2012 (the effective date of this AD), we will allow "unless already done" credit to comply with the actions required in this AD. After January 17, 2012 (the effective date of this AD), you must use Piaggio Aero Industries S.p.A. Mandatory Service Bulletin No. 80-0289, Revision 1, dated January 11, 2011, to comply with this AD.

(g) FAA AD Differences

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

(h) 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.

(i) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) AD No.: 2011-0132, dated July 12, 2011; Piaggio Aero Industries S.p.A. Service Bulletin No. 80-0223, Revision 1, dated July 31, 2009; Piaggio Aero Industries S.p.A. Mandatory Service Bulletin No. 80-0289, dated November 11, 2010; and Piaggio Aero Industries S.p.A. Mandatory Service Bulletin No. 80-0289, Revision 1, dated January 11, 2011, for related information.

(j) 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 January 17, 2012:

- (i) Piaggio Aero Industries S.p.A. Service Bulletin No. 80-0223, Revision 1, dated July 31, 2009;
- (ii) Piaggio Aero Industries S.p.A. Mandatory Service Bulletin No. 80-0289, dated November 11, 2010; and
- (iii) Piaggio Aero Industries S.p.A. Mandatory Service Bulletin No. 80-0289, Revision 1, dated January 11, 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; phone: +39 010 6481353; fax: +39 010 6481881; email: airworthiness@piaggioaero.it; Internet: <http://www.piaggioaero.com/#/en/after-sales/service-support>.

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

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

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



2011-26-02 Turbomeca: Amendment 39-16892; Docket No. FAA-2010-0710; Directorate Identifier 2010-NE-26-AD.

(a) Effective Date

This airworthiness directive (AD) is effective January 17, 2012.

(b) Affected ADs

This AD revises AD 2010-19-06, Amendment 39-16434.

(c) Applicability

This AD applies to Turbomeca Arriel 1A, 1A1, 1B, 1C, 1C1, 1C2, 1D, 1D1, and 1S1 turboshaft engines that have incorporated Modification TU347.

(d) Unsafe Condition

This AD was prompted by Turbomeca restoring all or part of the life limits of the affected discs. We are issuing this AD to prevent failure of the gas generator (GG) second stage turbine disc which could result in the release of high energy debris and damage to the helicopter.

(e) Compliance

- (1) Comply with this AD within the compliance times specified, unless already done.
- (2) Remove from service the GG second stage turbine discs, part number (P/N) 0 292 25 040 0, that do not have the "CFR" marking before exceeding 4,000 cycles-in-service (CIS) since-new.
- (3) Remove from service gas generator second stage turbine discs, P/N 0 292 25 040 0, that have the "CFR" marking before exceeding 6,500 CIS since-new.

(f) Gas Generator Second Stage Turbine Installation Prohibition

- (1) After the effective date of this AD, do not install into any engine gas generator second stage turbine discs, P/N 0 292 25 040 0, that do not have the "CFR" marking and have 4,000 or more CIS since-new.
- (2) After the effective date of this AD, do not install into any engine gas generator second stage turbine discs, P/N 0 292 25 040 0, that have the "CFR" marking and have 6,500 or more CIS since-new.

(g) Alternative Methods of Compliance (AMOCs)

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

(h) Related Information

(1) Refer to Turbomeca Alert Mandatory Service Bulletin No. A292 72 0831, Version C, for related information. Contact Turbomeca, 40220 Tarnos, France; phone: 33 05 59 74 40 00; fax: 33 05 59 74 45 15; or email: noria-dallas@turbomeca.com for a copy of this service information.

(2) You may review copies of the referenced service information at the 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.

(3) For more information about this AD, contact Frederick Zink, Aerospace Engineer, Engine Certification Office, FAA, 12 New England Executive Park, Burlington, MA 01803; phone: (781) 238-7779; fax: (781) 238-7199; email: frederick.zink@faa.gov.

(i) Material Incorporated by Reference

None.

Issued in Burlington, MA, on December 5, 2011.

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