



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

BIWEEKLY 2009-26

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

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Federal Aviation Administration
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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 2009-01

2008-17-51		MD Helicopters, Inc	Rotorcraft: MD900
2008-26-01	S 2008-11-17	Air Tractor, Inc	See AD
2008-26-02	S 2006-06-51	General Electric Company	Engine: CT7-8A
2008-26-05		Bombardier-Rotax GmbH	Engine: 914 F
2008-26-10		Cessna	See AD
2008-26-11		Piper	See AD
2008-26-12		Aircraft Industries a.s	Sailplane: L 23 Super Blanik

Biweekly 2009-02

No Small Aircraft ADs were issued during Biweekly 2009-02.

Biweekly 2009-03

2009-01-11		Turbomeca	Engine: Arriel 2B and 2B1
2009-02-02		Polskie Zaklady Lotnicze Spolka zo.o	PZL M26 01
2009-02-03		Lycoming Engines, SeeAD	Engine: See AD

Biweekly 2009-04

No Small Aircraft ADs were issued during Biweekly 2009-04.

Biweekly 2009-05

2008-02-08	S 2006-21-11	Turbomeca	Engine: Turmo IV A and IV C
2009-03-04		Turbomec	Engine: Arriel 1E2, 1S, and 1S1
2009-03-05		Pratt Whitney Canada	Engine: PW206A, PW206B, PW206B2, PW206C, PW206E, PW207C, PW207D, and PW207E
2009-04-01		Wytownia Sprzetu Komunikacyjnego	Engine: PZL-10W
2009-04-04		Cessna	401, 401A, 401B, 402, 402A, 402B
2009-04-05		Cessna	182Q and 182R
2009-04-08		BURKHART GROB LUFT- UND RAUMFAHRT GmbH & CO KG	Glider: G103 TWIN II, G103A TWIN II ACRO, G103C TWIN III ACRO, G 103 C TWIN III
2009-04-09	S 2008-11-10	Viking Air Limite	DHC-6-1, DHC-6-100, DHC-6-200, and DHC-6-300
2009-04-14		PILATUS AIRCRAFT LTD	PC-12/47E
2009-05-01	S 2007-04-12	Gippsland Aeronautics Pty. Ltd	GA8
2009-05-05		Avidyne Corporation	Primary Flight Displays
2009-05-06		Embraer	EMB-500

Biweekly 2009-06

2009-05-07	S 2008-06-17	Pilatus Aircraft Ltd	PC-12, PC-12/45, PC-12/47, PC-12/47E
2009-05-12		Cessna	208 and 208B

Biweekly 2009-07

2009-05-08		Trimble or Freeflight Systems	Appliance: Global positioning system (GPS)
2009-05-09		Bell Helicopter Textron, Inc.	Rotorcraft: 412, 412EP, 412CF
2009-06-01		Eurocopter France	Rotorcraft: EC 155B and EC155B1
2009-06-07		Agusta S.p.A.:	Rotorcraft: AB139 and AW139
2008-07-51	E	Bell Helicopter Textron Canada	Rotorcraft: 206A, 206B, and 206L and 407 and 427
2009-07-52	E, S 2009-07-52	Bell Helicopter Textron Canada	Rotorcraft: 206A, 206B, and 206L and 407 and 427
2009-07-53	E	Sikorsky Aircraft	Rotorcraft: S-92A

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Biweekly 2009-08			
2006-08-08 R1	R	Air Tractor, Inc.	AT-400, AT-401, AT-401B, AT-402, AT-402A, and AT-402B
2009-07-08		Piper	PA-46-350P and PA46R-350T
2009-07-09		DORNIER Luftfahrt GmbH	228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, Dornier 228-202, and Dornier 228-212
2009-07-13		MD Helicopters, Inc.	Rotorcraft: MD900
2009-07-14		Diamond Aircraft Industries GmbH	DA 40
2009-08-03	S 2007-19-52	Bell Helicopter Textron Canada Limited	Rotorcraft: 206A, 206B, 206L, 206L-1, 206L-3, 206L-4, 222, 222B, 222U, 230, 407, 427, and 430
2009-08-05		Liberty Aerospace Incorporated	XL-2
Biweekly 2009-09			
2009-07-52	FR	Bell Helicopter Textron Canada Limited	Rotorcraft: 206A series, 206B series, and 206L
2009-08-08		Turbomeca	Engine: Arriel 1B, 1D, and 1D1, Arriel 2B, and 2B1
2009-08-09		EADS SOCATA	TBM 700
2009-08-10	S 2009-04-14	Pilatus Aircraft Ltd	PC-12/47E
2009-08-11		Pilatus Aircraft Ltd	PC-12 and PC-12/45
2009-09-51	E	EUROCOPTER FRANCE	Rotorcraft: EC225LP
Biweekly 2009-10			
2009-07-53	FR	Sikorsky Aircraft Corporation	Rotorcraft: S-92A
2009-09-03		Turbomeca S.A.	Engine: Arriel 2B and 2B1
2009-09-04		EADS-PZL	PZL-104 WILGA 80
2009-09-09		Cessna	LC40-550FG, LC41-550FG, LC42-550FG
Biweekly 2009-11			
2009-10-04	S 2007-17-06	Diamond Aircraft	DA 40, DA 40F
2009-10-09		Cessna	See AD
2009-10-14		Hartzell	Propeller: See AD
2009-11-05	S 2008-10-12	Air Tractor, Inc.	AT-400, AT-400A, AT-402A, AT-402B, AT-502, AT-502A, AT-502B, AT-503A, AT-602, AT-802, AT-802A
Biweekly 2009-12			
2009-11-01	S 95-21-12	Eurocopter Deutschland GmbH	Rotorcraft: MBB-BK 117 A-1, A-3, A-4, B-1, B-2, and C-1
2009-11-06		M7 Aerospace LP	SA226-AT, SA226-T, SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, and SA227-DC (C-26B)
2009-11-10		Eurocopter Deutschland GmbH	EC135
2009-12-51	E	Turbomeca S.A.	Engine: Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1
Biweekly 2009-13			
2009-12-01		Bell Helicopter Textron, Inc	See AD
2009-12-07		Agusta S.p.A	Rotorcraft : A109E, A109S, A119, and AW119MKII
2009-12-12		ATR-GIE Avions de Transport Régional	ATR42-500, ATR72-212A
2009-12-14		Aeromot-Industria Mecanico Metalurgica Ltda	Glider: AMT-100, AMT-200, AMT-200S, AMT-300
2009-12-15		GROB-Werke	G120A
2009-12-16		Dornier Luftfahrt GmbH	228-100, 228-101, 228-200, 228-201, 228-202, 228-212
2009-13-01		Sikorsky	Rotorcraft: S-92A
2009-13-04		Dornier Luftfahrt GmbH	228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, Dornier 228-202, and Dornier 228-212
2009-13-05		Socata	TBM 700
2009-13-06		Piper	See AD

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Biweekly 2009-14			
2009-12-51	FR	Turbomeca S.A	Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1
2009-13-10		British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200 and 3101, and Jetstream Model 3201
2009-14-01		Turbomeca S.A	Arrius 2F
Biweekly 2009-15			
2009-14-10	S 2009-09-04	EADS-PZL Warszawa-Okecie S.A.	PZL-104 WILGA 80
2009-14-11		Turbomeca S.A.	Engine: ARRIUS 2F
2009-14-13	S 2003-14-07	Pilatus Aircraft Ltd	PC-12, PC-12/45, PC-12/47, PC-12/47
2009-15-01		Hawker Beechcraft Corporation	G36
2009-15-05		Cessna Aircraft Company	208, 208B
Biweekly 2009-16			
2009-03-05	COR	Pratt & Whitney Canada	Engine: PW206A, PW206B, PW206B2, PW206C, PW206E, PW207C, PW207D, and PW207E
2009-15-13		Honeywell International Inc.	Engine: T5313B, T5317A, T5317A-1, T5317B, and T5317BCV
Biweekly 2009-17			
2007-03-17	R1	Socata	TBM 700
2009-15-14		Agusta S.p.A	Rotorcraft: AB139, AW139
2009-15-15		Bell Helicopter Textron Canad	Rotorcraft: 427
2009-16-02		Pilatus Aircraft Limited	PC-7
2009-16-03		Superior Air Parts, Inc. (SAP)	See AD
Biweekly 2009-18			
2009-17-05		Honeywell International Inc.	Engine: TPE331-10 and TPE331-11
2009-18-03	S 2007-19-14	Pilatus Aircraft Ltd.	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
2009-18-04		Air Tractor, Inc.	AT-802, AT-802A
Biweekly 2009-19			
2009-18-17		Agusta S.p.A.	Rotorcraft: AB412 and AB412 EP
Biweekly 2009-20			
2009-19-03	S 2009-13-10	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200 and 3101, and Jetstream Model 3201
2009-19-07		Teledyne Continental Motors	Engine: O-470, IO-470, TSIO-470, IO-520, TSIO-520, IO-550, and IOF-550
2009-19-51	E	Agusta S.p.A.	Rotorcraft: AB 139 and AW 139
Biweekly 2009-21			
2009-19-07	COR	Teledyne Continental Motors	Engine: See AD
2009-20-04		Glaser-Dirks Flugzeugbau Gmbh	Glider: DC-100
2009-20-07		Dornier Luftfahrt GmbH	228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, and Dornier 228-202
2009-20-13		Glaser-Dirks Flugzeugbau Gmbh	Glider: DC-100

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Biweekly 2009-22

2009-21-11		Turbomeca S.A.	Engine: ARRIUS 1A
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Biweekly 2009-23

	R	Reims Aviation S.A. Cessna Aircraft Company American Champion Aircraft Corp	F406 See AD 7ECA, 7GCAA, 7GCBC, 7KCAB, 8KCAB, and 8GCBC
2009-22-03		Hartzell Propeller Inc	Propeller: ()HC-()2Y(K,R)-()
		Eurocopter France Bell Helicopter Textron Canada Hawker Beechcraft Corporation	Rotorcraft: EC 155B and EC155B1 Rotorcraft : 407, 427 1900, 1900C, 1900D
	E	Skiorsky Aircraft Corp	Rotorcraft: S-92A

Biweekly 2009-24

2009-21-08		PIAGGIO AERO INDUSTRIES S.p.A	P-180
2009-23-08		EMBRAER	ERJ 170-100 LR, -100 STD, -100 SE, -100 SU, -200 LR, -200 STD, and -200 SU airplanes; and ERJ 190-100 STD, -100 LR, -100 IGW, -200 LR, -200 STD, and -200 IGW
2009-24-51	E	Teledyne Continental Motors	Engine: (TCM) 240, 360, 470, and 520
2009-24-52	E, S 2009-24-51	Teledyne Continental Motors	Engine: (TCM) 240, 360, 470, 520, and 550

Biweekly 2009-25

2009-24-02		Scheibe-Flugzeugbau GmbH	Gliders: Bergfalke-III, Bergfalke-II/55, SF 25C, and SF-26A Standard
2009-24-03	S 85-08-04	Vulcanair S.p.A	P 68, P 68B, P 68C, P 68C-TC, and P 68 "OBSERVER"
2009-24-10		Thielert Aircraft Engines GmbH	Engine: TAE 125-01
2009-24-12		Honeywell International Inc.	Engine: LTS101-600A-2, -600A-3, -600A-3A, -650B-1, -650B-1A, -650C-2, -650C-3, -650C-3A, -750A-1, -750A-3, -750B-1, -750B-2, and -750C-1 turboshaft engines and LTP101-600A-1A and -700A-1A
2009-24-13		Cessna Aircraft Company	525A
2009-24-14		Empresa Brasileira de Aeronáutica S.A.	EMB-500
2009-24-15		SOCATA	TBM 700
2009-24-16		DG Flugzeugbau GmbH	Glider: DG-500MB, DG-808C, and DG-800B
2009-25-01	S 91-18-19	Hawker Beechcraft Corporation	58, 58A, 58P, 58PA, 58TC, 58TCA, 95-B55, 95-B55A, A36, B36TC, E55, E55A, F33A, V35B, and A36TC
2009-25-02		Twin Commander Aircraft LLC	690, 690A, and 690B
2009-25-03		ZLT Zeppelin Luftschifftechnik GmbH & Co KG	LZ N07-100
2009-25-10		Sikorsky Aircraft Corp	Rotorcraft: S-92A

Biweekly 2009-26

2009-09-51		Eurocopter France	Rotorcraft: EC225LP
2009-22-10		Eurocopter France	Rotorcraft: AS332C, AS332L, AS332L1, AS332L2, SA330F, SA330G, and SA330J
2009-25-07		Eurocopter France	Rotorcraft: EC120B
2009-25-08		Bell Helicopter Transport Canada	Rotorcraft: 407, 427
2009-25-09		Eurocopter France	Rotorcraft: SA 330 F, G, and J
2009-26-01		Cirrus Design corporation	SR22



2009-09-51 Eurocopter France: Amendment 39-16101. Docket No. FAA-2009-1089; Directorate Identifier 2009-SW-16-AD.

Applicability: Model EC225LP helicopters with an epicyclic reduction gear module (module), part number 332A32-5021-01M, installed, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the main gearbox (MGB) and subsequent loss of control of the helicopter, accomplish the following:

(a) Before further flight:

(1) Determine from the maintenance records whether, within the last 200 hours time-in-service (TIS), the "CHIP" detector light illuminated because of a metal particle on the magnetic plug of the module, and if so, whether the "CHIP" detector light stayed illuminated after the chip detector switch was turned to the "CHIP PULSE" setting to activate the "fuzz burn-off" feature. If those records indicate that the "CHIP" detector light illuminated because of a metal particle on the magnetic plug of the module, and the "CHIP" detector light stayed illuminated after the chip detector switch was turned to the "CHIP PULSE" setting, replace the module with an airworthy module before further flight. If you cannot determine from the maintenance records which chip detector caused the "CHIP" detector light to illuminate or whether the detector light stayed illuminated after the "CHIP" detector switch was turned to the "CHIP PULSE" setting, replace the module with an airworthy module before further flight. A module with a magnetic plug that attracted a metal particle which activated the "CHIP" detector light within the last 200 hours TIS and was not extinguished when the "CHIP PULSE" was activated is unairworthy.

(2) Inspect the MGB module magnetic chip detector electrical circuit and determine whether the system is functioning properly, including whether the "CHIP" detector light annunciates on the instrument panel (Vehicle Monitoring System Screen).

(b) Thereafter, if the "CHIP" detector light illuminates, stays illuminated after the "CHIP" detector switch is turned to the "CHIP PULSE" setting, and you determine that a metal particle on the module magnetic plug (rather than the main reduction gear (lower MGB), the flared housing (mast assembly), the intermediate gearbox (IGB), or the tail rotor gearbox (TGB)) caused the "CHIP" detector light to illuminate, replace the module with an airworthy module.

(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, FAA, ATTN: Gary Roach, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Regulations and Policy Group, Fort Worth, Texas 76137-0111, telephone (817) 222-5130, fax (817) 222-5961, for information about previously approved alternative methods of compliance.

(d) Special flight permits will not be issued.

(e) Copies of the applicable service information may be obtained from American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, TX 75053-4005, telephone (972) 641-3460, fax (972) 641-3527, or at <http://www.eurocopter.com>.

(f) This amendment becomes effective on December 28, 2009, to all persons except those persons to whom it was made immediately effective by Emergency AD 2009-09-51, issued April 17, 2009, which contained the requirements of this amendment.

Note: The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2009-0087-E, dated April 11, 2009.

Issued in Fort Worth, Texas, on October 23, 2009.

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



2009-22-10 Eurocopter France: Amendment 39-16063. Docket No. FAA-2009-1008; Directorate Identifier 2008-SW-62-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective on December 29, 2009.

Other Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Model AS332C, AS332L, AS332L1, AS332L2, SA330F, SA330G, and SA330J helicopters with a main rotor blade (blade) de-icing system distributor retaining clamp (clamp), part number (P/N) 225000-18454, or P/N D18454, installed, certificated in any category.

Reason

- (d) The mandatory continuing airworthiness information (MCAI) states that there have been two cases of failure of the screw that secures the blade clamp. Examination revealed that these failures were the result of assembly stress in the screw head and nonconforming hardness of the affected screws. Also, in some cases, the lock-wiring hole was missing from the screw head making it impossible to install safety wire between the screw head and the nut.

Actions and Compliance

- (e) Inspect each clamp within 50 hours time-in-service (TIS), without exceeding 3 months, for each clamp with an attachment screw that is not welded to the barrel, or within 20 hours TIS, without exceeding 1 month, for each clamp with an attachment screw that is welded to the barrel as follows, unless already accomplished:

- (1) Remove the clamp from the distributor, as depicted in Figure 2 and by following paragraph 2.B.2.a. of the Accomplishment Instructions, in Eurocopter Emergency Alert Service Bulletin No. 30.00.66, Revision 1, dated August 21, 2008 (ASB 332) for the Model AS332 C, C1, L, L1 helicopters or Eurocopter Emergency Alert Service Bulletin No. 30.20, Revision 1, dated August 21, 2008 (ASB 330) for the Model SA330 J, F, and G helicopters.

Note: The service bulletin references 3 documents: No. 30.00.66 for Model AS332 helicopters, No. 30.00.26 for Model AS532 helicopters, and No. 30.20 for Model SA330 helicopters. This AD does not reference No. 30.00.26 because the Model AS532 helicopters are not type certificated in the United States. 14 CFR part 39 only allows the FAA to issue ADs against type certificated products.

(2) Measure the clearance between the screw head and the clamp as depicted in Figure 1 and by following paragraph 2.B.2.b. of the Accomplishment Instructions of ASB 332 or ASB 330, as appropriate for your model helicopter. If the clearance is less than 1 millimeter, rework the clamp until the clearance is between 1 and 2 millimeters.

(3) Inspect the screw for a crack and for a safety-wire hole in the head of the screw as depicted in Figure 2 and by following paragraph 2.B.2.c. of the Accomplishment Instructions of ASB 332 or ASB 330, as appropriate for your model helicopter.

(i) If there is a crack in the screw, before further flight, replace the screw.

(ii) If there is no safety-wire hole in the head of the screw, before further flight, either replace the screw with a screw having a safety wire hole or drill a hole as depicted in Figure 2, Detail D, of either ASB 332 or ASB 330, as appropriate for your model helicopter.

(4) If there is a P/N on the clamp, vibro-engage the letter "V" after the P/N on the band of the clamp, as depicted in Detail G of Figure 4 of either ASB 332 or ASB 330, as appropriate for your model helicopter. If there is no P/N marked on the clamp, vibro-engage the letter "V" on the band of the clamp near to the screw head.

(5) Safety the clamp as shown in Figure 3 of either ASB 332 or ASB 330, as appropriate for your model helicopter.

Differences Between This AD and the MCAI AD

(f) We refer to the actions required by the AD as inspections rather than checks.

Other Information

(g) Alternative Methods of Compliance (AMOCs): The Manager, Safety Management Group, ATTN: DOT/FAA Southwest Region, J. R. Holton, Jr., ASW-112, Aviation Safety Engineer, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-4964, fax (817) 222-5961, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Related Information

(h) EASA AD No. 2009-0003R1, dated January 13, 2009.

Joint Aircraft System/Component (JASC) Code

(i) JASC Code 3000, Ice and Rain Protection System.

Material Incorporated by Reference

(j) You must use the specified portions of Eurocopter Emergency Alert Service Bulletin 30.00.66 for the AS332 Model C, C1, L, and L1 helicopters and No. 30.20 for the Model J, F, and G helicopters, both Revision 1, both dated August 21, 2008, to do the actions required.

(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 American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, TX 75053-4005, telephone (800) 232-0323, fax (972) 641-3710, or at <http://www.eurocopter.com>.

(3) You may review copies at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd.; 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 Fort Worth, Texas, on October 21, 2009.

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



2009-25-07 Eurocopter France: Amendment 39-16126. Docket No. FAA-2009-1118; Directorate Identifier 2008-SW-60-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective on December 28, 2009.

Other Affected ADs

- (b) None.

Applicability

(c) This AD applies to Model EC120B helicopters, with an Emergency Floatation Gear Lighting and Ancillary Control Unit "LACU", part number (P/N) 040101AB, installed, certificated in any category.

Reason

(d) The mandatory continuing airworthiness information (MCAI) AD states that operators have reported unreliability of the latching push buttons on the LACU including the 'FLOAT ARM' pushbutton used to arm the emergency floatation gear and failure of the lights to illuminate properly. These actions are intended to prohibit flight over water if a functional test indicates that the emergency floatation gear cannot be armed, which would preclude deployment of the floats in an emergency water ditching that could result in helicopter damage or a fatality.

Actions and Compliance

- (e) Required as indicated, unless already accomplished.

(1) Before further flight, amend the EC120B Rotorcraft Flight Manual Supplement (RFMS), Document 9-17 for the Emergency Floatation Gear Aerazur, by inserting a copy of this AD into the Limitations section of the RFMS or making pen and ink changes to that section as follows:

"Arm the emergency floatation gear by pressing the LACU 'FLOAT ARM' pushbutton.
–If both lights of the pushbutton remain lit, flight over water is permitted.
–If one or both lights of the pushbutton do not remain lit, **FLIGHT OVER WATER IS PROHIBITED.**"

(2) Before each flight over water, perform a functional check to determine whether flight over water is permitted under the Limitations section in paragraph (e)(1) of this AD. For purposes of this AD, "flight over water" means flight beyond the power-off gliding distance from shore. "Shore" is an area of land adjacent to the water and above the high water mark but does not include land area that is intermittently under water.

(3) If the LACU fails the functional check required by paragraph (e)(2) of this AD, place a placard over the "FLOAT ARM" pushbutton that reads "INOP."

(4) The functional check required by paragraph (e)(2) may be performed by an owner/operator (pilot) holding at least a private pilot certificate because no special tools are required. The check must be entered into the aircraft records showing compliance with paragraph (e)(2) of this AD in accordance with the requirements of 14 CFR sections 43.11 and 91.417(a)(2)(v).

Differences Between This AD and the MCAI AD

(f) We require adding the limitations to the Limitations section of the RFMS not the basic RFM. We also allow inserting a copy of this AD in the RFMS or making pen and ink changes to the language in the RFMS. We changed the wording used to describe the functional check.

Other Information

(g) Alternative Methods of Compliance (AMOCs): The Manager, Safety Management Group, ATTN: DOT/FAA Southwest Region, J. R. Holton, Jr., ASW-112, Aviation Safety Engineer, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-4964, fax (817) 222-5961, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(h) Special flight permits may be issued for a single flight in accordance with sections 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the requirements of this AD can be accomplished provided there are no passengers on board and the helicopter is not flown over water.

Related Information

(i) The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, EASA AD No. 2008-0177-E, dated September 19, 2008, and Eurocopter France Emergency Alert Service Bulletin No. 04A007, dated September 18, 2008, contain related information.

Joint Aircraft System/Component (JASC) Tracking Code

(j) JASC Code 2560: Emergency Equipment.

Issued in Fort Worth, Texas, on November 18, 2009.
Gary B. Roach,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2009-25-08 Bell Helicopter Transport Canada: Amendment 39-16127. Docket No. FAA-2009-1123; Directorate Identifier 2009-SW-03-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective on December 28, 2009.

Other Affected ADs

- (b) None.

Applicability

(c) This AD applies to Model 407 helicopters, serial numbers (S/N) 53000 through 53408, and S/N 53421 through 53459, and Model 427 helicopters, S/N 56001 through 56046, certificated in any category. This AD does not apply to helicopters with hydraulic pump input shaft, part number (P/N) 407-340-107-101, and interconnect adapter, P/N 407-340-108-101, which is a direct replacement for hydraulic pump driveshaft assembly, P/N 406-040-072-105, and the subject of this AD.

Reason

(d) The mandatory continuing airworthiness information (MCAI) ADs state that some hydraulic pump driveshaft assemblies, P/N 406-040-072-105, may have been delivered with a missing internal plug or fastening rivet. This condition, if not corrected, could result in a loss of hydraulic pressure and subsequent loss of control of the helicopter.

Actions and Compliance

(e) During the next driveshaft lubrication, or within 50 hours time-in-service or 30 calendar days, whichever occurs first, unless already accomplished, do the following:

(1) Perform a one-time inspection of the hydraulic pump driveshaft assembly, P/N 406-040-072-105, to determine if an internal plug and a fastening rivet are correctly installed.

(2) If either the internal plug, P/N 406-040-094-101, or the fastening rivet, P/N MS20613-3P10, is not installed, replace the hydraulic pump driveshaft assembly, P/N 406-040-072-105, with an airworthy hydraulic pump input shaft, P/N 407-340-107-101, and interconnect adapter, P/N 407-340-108-101.

Differences Between This AD and the MCAI ADs

(f) This AD differs from MCAI AD No. CF-2009-03, applicable to Model 407 helicopters, and MCAI AD No. CF-2009-04, applicable to Model 427 helicopters, both dated January 22, 2009, which require compliance with a part of the BHTC service information that specifies inspecting "spares stock", and also require attaching a "serviceable" tag to parts in inventory. This AD does not

require either of those actions. Also, the compliance section of this AD refers to "50 hours time-in-service" instead of "50 hours air time," which is used in both of the MCAI ADs. Further, the MCAI ADs require performing actions in accordance with the BHTC alert service and technical bulletins or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada. The BHTC alert service and technical bulletins describe additional inspections for wear that are not required by this AD; we have listed those bulletins in the "Related Information" section of this AD. Finally, the MCAI AD for the Model 427 helicopter applies to S/N 58001 and S/N 58002. Per U.S. Type Certificate R00001RC, neither of these helicopters is eligible for an FAA Airworthiness Certificate and thus, this AD does not apply to them.

Other Information

(g) Alternative Methods of Compliance (AMOCs): The Manager, Safety Management Group, FAA, ATTN: Uday Garadi, Aviation Safety Engineer, Rotorcraft Directorate, Regulations and Guidance Group, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5123, fax (817) 222-5961, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(h) For service information identified in this AD, contact Bell Helicopter Textron Canada Limited, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4, telephone (450) 437-2862 or (800) 363-8023, fax (450) 433-0272, or at <http://www.bellcustomer.com/files/>.

Related Information

(i) Transport Canada MCAI Airworthiness Directive AD No. CF-2009-03 and No. CF-2009-04, both dated January 22, 2009; and Bell Helicopter Textron Canada Alert Service Bulletin No. 407-08-83, dated May 22, 2008, Alert Service Bulletin No. 427-08-22, dated June 26, 2008, Technical Bulletin No. 407-01-30, Revision A, dated May 21, 2003, and Technical Bulletin No. 427-05-19, dated January 7, 2005 contain related information.

Joint Aircraft System/Component (JASC) Code

(j) JASC Code 2913: Hydraulic Pump, main.

Issued in Fort Worth, Texas, on November 19, 2009.

Gary B. Roach,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2009-25-09 Eurocopter France: Amendment 39-16128. Docket No. FAA-2009-1124; Directorate Identifier 2009-SW-35-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective on December 29, 2009.

Other Affected ADs

- (b) None.

Applicability

(c) This AD applies to Model SA 330 F, G, and J helicopters, all serial numbers, with main gearbox (MGB) input flexible coupling flange assemblies, part number (P/N) 330A-32937401, installed that have been modified per MOD 0752416 and MOD 0752419, but have not been subject to a maintenance scheduled inspection per Working Card 65.32.601 since new or since a complete overhaul of the MGB, certificated in any category.

Reason

(d) The mandatory continuing airworthiness information (MCAI) AD states that there has been one report of disks failure of a flexible coupling on one of the MGB inputs, which may be the result of the loss of the tightening torque load, or insufficient tightening of the nuts on the bolts attaching the disks of the flexible coupling to its sliding and fixed flanges. This condition, if not corrected, could result in progressive fatigue failure of the coupling discs, caused by extensive fretting on the faces and in the holes of the flexible coupling discs. If this unsafe condition develops on both the LH and RH MGB inputs, a complete power loss to the transmission could occur, resulting in subsequent loss of control of the helicopter.

Actions and Compliance

- (e) Required as indicated, unless previously accomplished.

(1) For MGB input flexible coupling flange assemblies with less than 50 hours time-in-service (TIS) since new or since a complete overhaul of the MGB, re-adjust the tightening torque load of the 6 nuts on the flexible coupling-to-flange attachment bolts. Accomplish this re-adjustment between 50 hours TIS and 75 hours TIS since new or since a complete overhaul of the MGB in accordance with paragraph 2.B.2.a. of Eurocopter Emergency Alert Service Bulletin No. 05.95, dated March 3, 2008 (EASB).

(2) For MGB input flexible coupling flange assemblies with 50 hours TIS and 75 or less hours TIS since new or since a complete overhaul of the MGB, either:

(i) Upon or before reaching 75 hours TIS since new or since a complete overhaul of the MGB, re-adjust the tightening torque load of the 6 nuts on the flexible coupling-to-flange attachment bolts in accordance with paragraph 2.B.2.a. of the EASB; or

(ii) Upon or before reaching 125 hours TIS since new or since a complete overhaul of the MGB, inspect the tightening torque load of the 6 nuts on the flexible coupling-to-flange attachment bolts in accordance with paragraph 2.B.2.b. of the EASB, except you are not required to contact the manufacturer.

(3) For MGB input flexible coupling flange assemblies that have more than 75 hours TIS since new or since a complete overhaul of the MGB, within the next 50 hours TIS, inspect the tightening torque load of the 6 nuts on the flexible coupling-to-flange attachment bolts, in accordance with paragraph 2.B.2.b. of the EASB, except you are not required to contact the manufacturer.

(4) Prior to installing a MGB that contains an input flexible coupling flange assembly that has been modified per MOD 0752416 and MOD 0752419, you must comply with the provisions of this AD.

Differences Between This AD and the MCAI AD

(f) The MCAI AD uses the term "flight hours" instead of "hours time-in-service", as we have used in this AD. Also, the MCAI AD allows "use of later approved revisions" of the service information to comply with the MCAI AD. Our AD requires compliance in accordance with Eurocopter Emergency Alert Service Bulletin No. 05.95, dated March 3, 2008. Additionally, this AD requires "inspections" by a qualified mechanic instead of "checks", which we allow a pilot to do. Finally, this AD does not require you to contact Eurocopter Technical Support, which is required by the MCAI AD.

Other Information

(g) Alternative Methods of Compliance (AMOCs): The Manager, Safety Management Group, Attn: DOT/FAA Southwest Region, Ed Cuevas, Aerospace Engineer, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5355, fax (817) 222-5961, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(h) European Aviation Safety Agency MCAI Airworthiness Directive No. 2009-0049-E, dated March 3, 2008 (Corrected: March 7, 2008), contains related information.

Joint Aircraft System/Component Code

(i) JASC Code 6310: Engine/Transmission Coupling.

Material Incorporated by Reference

(j) You must use the specified portions of Eurocopter Emergency Alert Service Bulletin No. 05.95, dated March 3, 2008, to do the actions required.

(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 American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, TX 75053-4005, telephone (800) 232-0323, fax (972) 641-3710, or at <http://www.eurocopter.com>.

(3) You may review copies 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/cfr/ibr-locations.html>.

Issued in Fort Worth, Texas, on November 18, 2009.
Gary B. Roach,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.



2009-26-01 Cirrus Design Corporation: Amendment 39-16136; Docket No. FAA-2009-1162; Directorate Identifier 2009-CE-066-AD.

Effective Date

- (a) This AD becomes effective on December 21, 2009.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Model SR22 airplanes; serial numbers 3409, 3411 through 3430, 3432 through 3441, 3443 through 3450, 3455 through 3465, 3467, 3468, 3470 through 3472, 3485, 3486, 3488, 3489, 3491 through 3493, 3495 through 3500, 3504, 3505, 3512, 3513, 3517, 3524, 3525, 3528, and 3546 that are:

- (1) Equipped with an anti-ice system approved for flight into known icing; and
- (2) Certificated in any category.

Subject

- (d) Air Transport Association of America (ATA) Code 30: Ice and Rain Protection.

Unsafe Condition

(e) This AD is the result of an anti-ice fluid line separation during a quality assurance inspection at the manufacturing plant. We are issuing this AD to detect and correct anti-ice fluid distribution lines with improperly installed compression fittings, which could result in anti-ice fluid distribution line separation. A line separation could result in a total loss of ice protection fluid supply to the protected surfaces, which would allow ice to build on the airplane and degrade the handling qualities and performance.

Compliance

- (f) To address this problem, you must do the following, unless already done:

Actions	Compliance	Procedures
(1) Fabricate a placard (using at least 1/8-inch letters) with the following words and install a placard on the instrument panel within the pilot's clear view: "FLIGHT INTO KNOWN OR FORECAST ICING PROHIBITED."	Before further flight after December 21, 2009 (the effective date of this AD), unless the inspection requirement of paragraph (f)(2) has already been done.	Not Applicable.
(2) Inspect and repair as necessary the anti-ice fluid line compression fittings. Accomplishment of all of the actions specified in Cirrus SR22 service bulletin SB 2X-30-08, dated November 9, 2009, terminates the placard requirements specified in paragraph (f)(1) of this AD.	(i) Inspect at the next scheduled inspection after December 21, 2009 (the effective date of this AD) or within the next 100 hours time-in-service after December 21, 2009 (the effective date of this AD), whichever occurs first. (ii) Repair before further flight after the inspection specified in paragraph (f)(2) of this AD where any incorrectly installed compression fittings are found.	Follow Cirrus SR22 Service Bulletin SB 2X-30-08, dated November 9, 2009.

Alternative Methods of Compliance (AMOCs)

(g) The Manager, Chicago Aircraft Certification Office (ACO), 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: Anthony Flores, Aerospace Engineer, Chicago Aircraft Certification Office (ACO), 2300 E. Devon Ave., Room 107, Des Plaines, Illinois 60018; telephone: (847) 294-7140; fax: (847) 294-7834. 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.

Material Incorporated by Reference

(h) You must use Cirrus SR22 Service Bulletin SB 2X-30-08, dated November 9, 2009, 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 Cirrus Design Corporation, 4515 Taylor Circle, Duluth, MN 55811-1548; telephone: (218) 788-3000; fax: (218) 788-3525; e-mail: fieldservice@cirrusaircraft.com; Internet: <http://cirrusaircraft.com>.

(3) You may review copies of the service information incorporated by reference for this AD at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the Central Region, call (816) 329-3768.

(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.

Issued in Kansas City, Missouri, on December 4, 2009.
William Timberlake,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.