



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

**BIWEEKLY 2012-01**

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



**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 2012-01</b>			
2010-19-06 R1	COR	Turbomeca	Engine: Arriel 1A, 1A1, 1B, 1C, 1C1, 1C2, 1D, 1D1, and 1S1 turboshaft
2011-26-10		Enstrom Helicopter Corporation	Rotorcraft: F-28C, F-28C-2, F-28F, 280C, 280F, 280FX, TH-28, 480, and 480B
2011-27-09		Socata	TBM 700
2012-01-01		Various Aircraft	See AD
2012-01-02		Schempp-Hirth Flugzeugbau	Glider: Discus 2cT



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**CORRECTION:** [*Federal Register Volume 77, Number 5 (Monday, January 9, 2012); Page 1009*]

**AD 2010-19-06R1 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](mailto: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](mailto: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.



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**2011-26-10 Enstrom Helicopter Corporation:** Amendment 39-16900; Docket No. FAA-2011-1382; Directorate Identifier 2011-SW-053-AD.

**(a) Applicability**

This AD applies to the Enstrom Model F-28C, F-28C-2, F-28F, 280C, 280F, 280FX, TH-28, 480, and 480B helicopters with a trim relay, part-number (P/N) KUP14D55-472, M83536/10-015M, or M83536/10-024M, certificated in any category.

Note 1: This AD does not apply to the specified helicopters with a reversible trim motor, P/N 28-16621 (Ford Motor Company C1AZ-14553A) or P/N AD1R-10 (Signal Electric).

**(b) Unsafe Condition**

This AD defines the unsafe condition as a failure in the cyclic trim system. This condition could result in reduced controllability of the helicopter and subsequent loss of control of the helicopter.

**(c) Effective Date**

This airworthiness directive (AD) becomes effective January 23, 2012.

**(d) Compliance**

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

**(e) Required Actions**

Within 5 hours time-in-service (TIS) or at the next annual or 100 TIS inspection, whichever comes first:

(1) For the Enstrom Model F-28C, F-28C-2, F-28F, 280C, 280F, and 280FX helicopters, modify the lateral and longitudinal trim actuator assemblies using the cyclic trim assembly kit (modification kit), P/N 28-01063-1, in accordance with the instructions in paragraph 6.1 of the Enstrom Service Directive Bulletin (SDB) No. 0110, Revision 3, dated July 6, 2011 (SDB No. 0110 R3), except when the instructions specify using "Aeroshell 22 grease" or "VC-3 Vibra-tite thread locker," you may use an equivalent product.

(2) For the Enstrom Model TH-28, 480, and 480B helicopters, modify the lateral and longitudinal trim actuator assemblies using the modification kit, P/N 4230045-1, in accordance with the instructions in paragraph 6.1 of the Enstrom SDB No. T-039, Revision 3, dated July 6, 2011 (SDB No. T-039 R3), except when the instructions specify using "Aeroshell 22 grease" or "VC-3 Vibra-tite thread locker," you may use an equivalent product, and you are not required to contact Enstrom Customer Service.

(3) After modifying the lateral and longitudinal trim actuator assemblies in accordance with paragraphs (e)(1) or (e)(2) of this AD, before further flight, operationally test the trim limits in accordance with paragraph 6.2. of the SDB for your model helicopter, and determine during a flight test whether there is appropriate trim authority in accordance with paragraph 6.3. of the SDB for your model helicopter.

**(f) Special Flight Permits**

A one-time special-flight permit may be issued in accordance with 14 CFR 21.197 and 21.199 provided the helicopter is operated with the trim system circuit breaker pulled.

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

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Gregory J. Michalik, Enstrom Program Manager, FAA, Chicago Aircraft Certification Office, 2300 East Devon Avenue, Room 107, Des Plaines, Illinois 60018; telephone (847) 294-7135; fax (847) 294-7834; email: [gregory.michalik@faa.gov](mailto:gregory.michalik@faa.gov).

(2) For operations conducted under a Part 119 operating certificate or under Part 91, Subpart K, we suggest that you notify your principal inspector or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office before operating any aircraft complying with this AD through an AMOC.

**(h) Subject**

Joint Aircraft Service Component (JASC) Code: 6710: Main Rotor Control.

**(i) Material Incorporated by Reference**

You must use the specified portions of the following service information to do the specified actions required by this AD. 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) Enstrom Service Directive Bulletin No. 0110, Revision 3, dated July 6, 2011, for the Model F-28C, F-28C-2, F-28F, 280C, 280F; and

(3) 280FX or Enstrom Service Directive Bulletin No. T-039, Revision 3, dated July 6, 2011, for the Model TH-28, 480, and 480B.

(4) For service information identified in this AD, contact Enstrom Helicopter Corporation, 2209 22nd St., Menominee, Michigan 49858-0490; telephone: (906) 863-1200; email: [customerservice@enstromhelicopter.com](mailto:customerservice@enstromhelicopter.com); Web site: [http://www.enstromhelicopter.com/enstrom\\_new/enstrom\\_support\\_tec.html](http://www.enstromhelicopter.com/enstrom_new/enstrom_support_tec.html).

(5) You may review copies of the referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, 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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Fort Worth, Texas, on December 14, 2011.

M. Monica Merritt,  
Acting Manager, Rotorcraft Directorate,  
Aircraft Certification Service.



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**2011-27-09 Socata:** Amendment 39-16911; Docket No. FAA-2011-1139; Directorate Identifier 2011-CE-021-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective February 15, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Socata Model TBM 700 airplanes, serial numbers (SN) 1 through 572, 574, and 576, certificated in any category.

**(d) Subject**

Air Transport Association of America (ATA) Code 27: Flight Controls.

**(e) Reason**

The MCAI describes the unsafe condition as installation of the wrong (switched) aileron control cables in the wing. This unsafe condition could lead to restricted movement of the aileron, resulting in reduced control of the airplane. We are issuing this AD to require actions to address the unsafe condition on these products.

**(f) Actions and Compliance**

Unless already done, do the following actions:

(1) Within 12 months after February 15, 2012 (the effective date of this AD) or within 100 hours time-in-service (TIS) after February 15, 2012 (the effective date of this AD), whichever occurs first, inspect the aileron control cables in left and right wings for proper installation following the accomplishment instructions of Daher-Socata Mandatory Service Bulletin SB 70-191-27, dated April 2011.

(2) If during the inspection required by paragraph (f)(1) of this AD you find the cables are improperly installed, before further flight, remove the cables and correctly re-install the cables following the accomplishment instructions of Daher-Socata Mandatory Service Bulletin SB 70-191-27, dated April 2011.

(3) After February 15, 2012 (the effective date of this AD), after each removal of the aileron control cables, you must re-install using the maintenance manual temporary revisions below:

(i) For S/N 1 through 433: Socata TBM 700 Model Maintenance Manual Temporary Revision No. TR040.27, dated April 2011.

(ii) For S/N 434 through 572, 574 and 576: Socata TBM 850 Maintenance Manual Temporary Revision No. TR015.27, dated April 2011.

**(g) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Albert Mercado, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4119; fax: (816) 329-4090; email: albert.mercado@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

(3) Reporting Requirements: For any reporting requirement in this AD, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

**(h) Related Information**

Refer to MCAI European Aviation Safety Agency (EASA) AD No.: 2011-0101, dated May 25, 2011; Daher-Socata Mandatory Service Bulletin SB 70-191-27, dated April 2011; Socata TBM 700 Model Maintenance Manual Temporary Revision No. TR040.27, dated April 2011; and Socata TBM 850 Maintenance Manual Temporary Revision No. TR015.27, dated April 2011, for related information.

**(i) 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) of the following service information under 5 U.S.C. 552(a) and 1 CFR part 51:

- (i) DAHER-SOCATA Mandatory Service Bulletin SB 70-191-27, dated April 2011;
- (ii) Socata TBM 700 Model Maintenance Manual Temporary Revision No. TR040.27, dated April 2011; and
- (iii) Socata TBM 850 Maintenance Manual Temporary Revision No. TR015.27, dated April 2011.

(2) For service information related to this AD, contact Socata—Direction des Services—65921 Tarbes Cedex 9—France; telephone +33 (0) 62 41 7300, fax +33 (0) 62 41 76 54, or for North America: Socata North America, 7501 South Airport Road, North Perry Airport (HWO), Pembroke Pines, Florida 33023; telephone: (954) 893-1400; fax: (954) 964-4141; email: mysocata@socata.daher.com; Internet: <http://mysocata.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 that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at an NARA facility, call (202) 741-6030, or go to [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Kansas City, Missouri, on January 3, 2012.

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



**2012-01-01 Various Aircraft:** Amendment 39-16912; Docket No. FAA-2012-0001; Directorate Identifier 2011-CE-041-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective January 26, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to all serial numbers of the airplanes listed in table 1 of this AD, that are:

- (1) Equipped with a Rotax Aircraft Engines 912 A series engine, with a part number (P/N) 888164 crankshaft installed, serial numbers 40232 through 40267, 40293 through 40374, 40408 through 40433, and 40435 through 40507; and
- (2) Certificated in any category.

**Table 1–Affected Airplanes**

<b>Type Certificate Holder</b>	<b>Aircraft Model</b>	<b>Engine Model</b>
Aeromot-Indústria Mecânico-Metalúrgica Ltda	AMT-200	912 A2
Diamond Aircraft Industries	HK 36 R “SUPER DIMONA”	912 A
DIAMOND AIRCRAFT INDUSTRIES GmbH	HK 36 TS and HK 36 TC	912 A3
Diamond Aircraft Industries Inc.	DA20-A1	912 A3
HOAC-Austria	DV 20 KATANA	912 A3
Iniziative Industriali Italiane S.p.A.	Sky Arrow 650 TC	912 A2
SCHEIBE-Flugzeugbau GmbH	SF 25C	912 A2

**(d) Subject**

Air Transport Association of America (ATA) Code 72: Engine.

**(e) Reason**

This AD was prompted by mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and correct an unsafe condition on an aviation

product. The MCAI describes the unsafe condition as a deviation (double side straightening) in the manufacturing process of certain P/N 888164 crankshafts that may cause cracks on the surface of the crankshaft on the power take off side, which could lead to failure of the crankshaft support bearing. We are issuing this AD to prevent failure of the crankshaft support bearing, which could result in engine failure and forced landing.

#### **(f) Actions and Compliance**

Unless already done, do the following actions.

(1) Within 4 hours time-in-service after January 26, 2012 (the effective date of this AD), inspect the crankshaft for cracks. Do the inspection following the Accomplishment Instructions in Rotax Aircraft Engines BRP Alert Service Bulletin ASB-912-059 and ASB-914-042 (single document), dated November 15, 2011.

(2) If any crack is found during the inspection required in paragraph (f)(1) of this AD, before further flight, remove the crankshaft from service.

(3) As of January 26, 2012 (the effective date of this AD), do not install on any airplane an engine equipped with an affected P/N 888164 crankshaft listed in paragraph (c)(1) of this AD, unless the crankshaft is inspected as specified in paragraph (f)(1) of this AD and is found to be crack free.

(4) As of January 26, 2012 (the effective date of this AD), do not install in any engine an affected P/N 888164 crankshaft listed in paragraph (c)(1) of this AD, unless the crankshaft is inspected as specified in paragraph (f)(1) of this AD and is found to be crack free.

#### **(g) Other FAA AD Provisions**

The following provisions also apply to this AD:

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

#### **(h) Related Information**

Refer to MCAI European Aviation Safety Agency (EASA) AD 2011-0224-E, dated November 24, 2011, and Rotax Aircraft Engines BRP Alert Service Bulletin ASB-912-059 and ASB-914-042 (single document), dated November 15, 2011, for related information.

**(i) Material Incorporated by Reference**

(1) You must use Rotax Aircraft Engines BRP Alert Service Bulletin ASB-912-059 and ASB-914-042 (single document), dated November 15, 2011, 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.

(2) For service information identified in this AD, contact BRP-Powertrain GmbH & Co. KG, Welser Strasse 32, A-4623 Gunskirchen, Austria; phone: +43 7246 601 0; fax: +43 7246 601 9130; Internet: <http://www.rotax-aircraft-engines.com>.

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

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

Issued in Kansas City, Missouri, on January 3, 2012.

Earl Lawrence,

Manager, Small Airplane Directorate, Aircraft Certification Service.



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**2012-01-02 Schempp-Hirth Flugzeugbau:** Amendment 39-16913; Docket No. FAA-2011-1155; Directorate Identifier 2011-CE-032-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective February 15, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Schempp-Hirth Flugzeugbau Discus 2cT gliders, serial numbers 1 through 35, certificated in any category, except those on which an engine pylon, part number (P/N) M03RT841, is installed.

**(d) Subject**

Air Transport Association of America (ATA) Code 54: Nacelles/Pylons.

**(e) Reason**

This AD was prompted by small cracks which have been found on engine pylons in the area of the lower engine support that have not been detected during the standard daily inspection. This condition, if not detected and corrected, could lead to an engine pylon failure resulting in loss of control of the glider. We are issuing this AD to require actions to address the unsafe condition on these products.

**(f) Actions and Compliance**

Unless already done, do the following actions:

(1) Within 30 days after the effective date of this AD, replace the daily inspection pages of the airplane flight manual following Schempp-Hirth Flugzeugbau GmbH Technical Note No. 863-20 Revision 1, dated July 27, 2011. The actions required by this paragraph may be performed by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the aircraft records showing compliance with this AD in accordance with 14 CFR 43.9 (a)(1)-(4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439. All other actions in this AD must be done by a properly certificated aircraft mechanic.

(2) Before further flight after doing the action in paragraph (f)(1) of this AD and repetitively thereafter at intervals not to exceed every 12 months, inspect the engine pylon for damage or cracks, following the daily inspection instructions as amended by Schempp-Hirth Flugzeugbau GmbH Technical Note No. 863-20 Revision 1, dated July 27, 2011.

(3) If during the daily inspections in the instructions amended by Schempp-Hirth Flugzeugbau GmbH Technical Note No. 863-20 Revision 1, dated July 27, 2011, in paragraph (f)(1) of this AD or

the inspections required in paragraph (f)(2) of this AD, any damage or crack is found on the engine pylon, before further flight, replace the engine pylon with an engine pylon part number M03RT841 following Schempp-Hirth Flugzeugbau GmbH Technical Note No. 863-14, dated July 18, 2006.

**(g) FAA AD Differences**

Note: This AD differs from the MCAI and/or service information as follows: In addition to the daily pilot inspections of the engine pylon required by the foreign authority, the FAA also requires an initial and annual repetitive inspection by a properly certificated aircraft mechanic.

**(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: Jim Rutherford, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4165; fax: (816) 329-4090; email: jim.rutherford@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 EASA AD No.: 2011-0146, dated August 3, 2011; Schempp-Hirth Flugzeugbau GmbH Technical Note No. 863-14, dated July 18, 2006; and Schempp-Hirth Flugzeugbau GmbH Technical Note No. 863-20 Revision 1, dated July 27, 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:

- (i) Schempp-Hirth Flugzeugbau GmbH Technical Note No. 863-14, dated July 18, 2006; and
- (ii) Schempp-Hirth Flugzeugbau GmbH Technical Note No. 863-20 Revision 1, dated July 27, 2011.

(2) For service information identified in this AD, contact Schempp-Hirth Flugzeugbau GmbH, Krehenstrasse 25, D-73230 Kirchheim/Teck, Germany; phone: +49 7021 7298-0; fax +49 7021 7298-199; Internet: <http://www.schempp-hirth.com>; email: [.](mailto:hirth.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 that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at an NARA facility, call (202) 741-6030, or go to [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Kansas City, Missouri, on January 3, 2012.

Earl Lawrence,

Manager, Small Airplane Directorate, Aircraft Certification Service.