



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

**BIWEEKLY 2011-15**

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

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

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<b>Biweekly 2011-07</b>			
2011-05-09		B-N Group Ltd	BN-2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN-2T, and BN-2T-4R
2011-06-07		Eurocopter France	Rotorcraft: EC130 B4
2011-07-03	S 2007-02-12	Reims Aviation S.A.	F406
<b>Biweekly 2011-08</b>			
2011-06-10	S 99-15-04 R1	Piper Aircraft	PA-46-310P, PA-46-350P, and PA-46R-350T
2011-07-09		Thielert Aircraft Engines GmbH	Engine: TAE 125-01, TAE 125-02-99, and TAE 125-02-114 reciprocating
2011-07-13		CPAC, Inc	112, 112B, 112TC, 112TCA, 114, 114A, 114B, and 114TC
2011-08-01	S 2010-25-51	Bell Helicopter Textron	212
<b>Biweekly 2011-09</b>			
2011-06-02		Cessna	172F, 172G, 172H, 172I, 172K, 172L, 172M, F172F, F172G, F172H, F172K, F172L, F172M, 172N, 172P, F172N, F172P, 172R and 172S
2011-08-06		Honeywell International Inc	LTS101-600A-2, -3, -3A, LTS101-700D-2, LTS101-650B-1, LTS101-650C-3, LTS101-650C-3A, LTS101-750B-1, LTS101-750B-2, LTS101-750C-1, and LTS101-850B-2 turboshaft; and LTP101-600A-1A and LTP101-700A-1A turboprop
2011-09-08		Pacific Aerospace Limited	750XL
<b>Biweekly 2011-10</b>			
2011-04-02	COR	Hamilton Sundstrand Corporation	Propeller: 247F series
2011-09-16		DG Flugzeugbau GmbH	Gliders: DG-808C
2011-09-51	E	Piaggio Aero Industries S.p.A	P-180
<b>Biweekly 2011-11</b>			
2011-06-02	COR	Cessna	172F, 172G, 172H, 172I, 172K, 172L, 172M, F172F, F172G, F172H, F172K, F172L, F172M, 172N, 172P, F172N, F172P, 172R and 172S
2011-09-19		BURKHART GROB LUFT-UND	Glider: G 103 C Twin III SL
2011-09-51	COR	Piaggio Aero Industries S.P.A.	P-180
2011-10-09	S 2011-01-53 S 87-20-03 R2	Cessna	See AD
2011-10-11		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

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<b>Biweekly 2011-12</b>			
2011-11-03		Various Aircraft	See AD
2011-11-04		L'Hotellier	Appliance: Portable Halon 1211 fire extinguisher
2011-11-07		Diamond Aircraft Industries GmbH	DA 42
2011-12-02		Viking Aircraft Limited	DHC-3 (Otter)
2011-12-03		Sikorsky Aircraft Corporation	Rotorcraft: S-92A
<b>Biweekly 2011-13</b>			
2011-12-04		BRP-Powertrain GmbH & Co. KG	Engine: 912 F3, 912 S2, 912 S3, 912, 914 F2, 914 F3, and 914 F4
2011-12-07		Eurocopter France	Rotorcraft: SA-365C, SA-365C1, SA-365C2, SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1
2011-12-08		Bell Helicopter Textron, Inc.	Rotorcraft: 205A, 205A-1, 205B, 212, 412, 412CF, and 412EP
2011-12-10	S 2007-26-12	Robinson Helicopter	Rotorcraft: R22, R22 Alpha, R22 Beta, R22 Mariner, R44 and R44 II
<b>Biweekly 2011-14</b>			
2011-09-51	COR S 2011-01-53	Piaggio Aero Industries S.P.A.	P-180
2011-13-02		Costruzioni Aeronautiche Tecnam srl	P2006T
2011-13-03		Lycoming Engines and Teledyne Continental Motors	Engine: TSIO-520-BE, TSIO-360-MB, SB, TIO-540-AK1A, L/TSIO-360-RB, TIO-540-AE2A, TSIO-360-H, O-540-L3C5D, TSIO-520-T, L/TO-360-E1A6D, TIO-540-AG1A, TIO-540-AF1A, TIO-540-AF1B, TIO-540-AH1A, TIO-541-E1D4, TIO-541-E1C4, TIGO-541-E, GTSIO-520-F, GTSIO-520-K, GTSIO-520-D, GTSIO-520-H
<b>Biweekly 2011-15</b>			
2011-12-16	S 2011-01-52	Schweizer	Rotorcraft: 269A, A-1, B, C; C-1; and TH-55 series
2011-13-05		Turbomeca S.A.	Engine: ARRIEL 2B and 2B1 turboshaft
2011-14-05	S 2010-18-52	MD Helicopters, Inc.	Rotorcraft: MD900
2011-14-08		B/E Aerospace	Appliance: Continuous Flow Passenger Oxygen Mask Assembly
2011-14-09	S 2011-11-03	Various Aircraft	See AD
2011-15-05		Hawker Beechcraft	B300 and B300C (C-12W)
2011-15-51	E	Bell Helicopter Textron Canada	Rotorcraft: 407 and 427



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**2011-12-16 Schweizer Aircraft Corporation (Schweizer):** Amendment 39-16723; Docket No. FAA-2011-0593; Directorate Identifier 2011-SW-002-AD.

### **Effective Date**

(a) This AD is effective July 21, 2011.

### **Affected ADs**

(b) This AD supersedes Emergency AD 2011-01-52, issued December 20, 2010; Directorate Identifier 2010-SW-111-AD.

### **Applicability**

(c) Schweizer Model 269A, A-1, B, C helicopters (serial number (S/N) 1846 and larger); C-1 helicopters (S/N 0156 and larger); and TH-55 series helicopters with an Aft Cluster Fitting Modification Kit, part number (P/N) SA-269K-106, installed; certificated in any category.

### **Unsafe Condition**

(d) This AD was prompted by a locknut working loose on the tailboom aft cluster fitting strut because the locknut installed on one expandable bolt did not have the proper threads. This AD contains terminating action to require modifying each expandable bolt to allow installing a cotter pin to prevent the strut and driveshaft separating from the helicopter and subsequent loss of control of the helicopter.

### **Compliance**

(e) Required as indicated, unless already done.

(1) Before further flight, remove both the left-hand and right-hand locknuts, P/N MS21043-3. Reinstall the locknuts while determining the locknut drag torque. If the drag torque is a minimum of 2 in-lbs., retorque the locknut to 23 in-lbs. If the drag torque is not at least 2 in-lbs, replace the locknut with an airworthy locknut.

(2) Within 10 hours time-in-service, modify each expandable bolt, P/N ADB221-1A, torque locknut, P/N MS21043-3, and install cotter pin, P/N MS24665-132 or MS24665-151, in accordance with the Procedure Section, Part II, of Schweizer Service Bulletin (SB) No. B-295, dated December 21, 2010, for Model 269A, A-1, B, C, and TH-55 series helicopters or SB No. C1B-032, dated December 21, 2010, for Model 269C-1 helicopters.

(3) Before installing an expandable bolt, P/N ADB221-1A, to secure the tailboom support strut to the tailboom aft cluster fitting, modify the expandable bolt in accordance with paragraph (e)(2) of this AD.

(f) Modifying both expandable bolts by torquing the locknuts and installing the cotter pins as required by this AD is terminating action for the requirements of paragraph (e)(1) and (e)(2) of this AD.

## **Special Flight Permit**

(g) Special flight permits will not be issued.

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

(h) The Manager, New York Aircraft Certification Office (NYACO), FAA, has the authority to approve AMOCs for this AD if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the NYACO, send it to the attention of the Program Manager, Continuing Operational Safety.

Note: Before using any approved AMOC, we request that you notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office.

## **Related Information**

(i) For more information about this AD, contact Stephen Kowalski, Aviation Safety Engineer, FAA, Airframe and Propulsion Branch, ANE-171, 1600 Stewart Ave., Suite 410, Westbury, New York 11590, telephone (516) 228-7327, fax (516) 794-5531.

## **Subject**

(j) Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 5302: Rotorcraft Tailboom.

## **Material Incorporated by Reference**

(k) You must use the specified portions of the service information contained in Schweizer Service Bulletins B-295 or C1B-032, both dated December 21, 2010, for your model helicopter to do the actions required by this AD.

(2) For service information identified in this AD, contact Schweizer Aircraft Corporation, Elmira/Corning Regional Airport, 1250 Schweizer Road, Horseheads, NY 14845, telephone (607) 739-3821, fax: (607) 796-2488, e-mail address [schweizer@sacusa.com](mailto:schweizer@sacusa.com), or at <http://www.sacusa.com/support>.

(3) You may also review copies of the service information that is incorporated by reference at the FAA, Office of the Regional Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas, or at the National Archives and Records Administration (NARA). For information on the availability of this material at 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 Fort Worth, Texas, on June 3, 2011.

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



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**2011-13-05 Turbomeca S.A.:** Amendment 39-16728. Docket No. FAA-2011-0115; Directorate Identifier 2010-NE-40-AD.

**Effective Date**

- (a) This airworthiness directive (AD) becomes effective August 12, 2011.

**Affected ADs**

- (b) None.

**Applicability**

(c) This AD applies to Turbomeca S.A. ARRIEL 2B and 2B1 turboshaft engines not modified by TU166 modification. These engines are installed on, but not limited to, Eurocopter AS 350 B3 and EC 130 B4 helicopters.

**Reason**

- (d) This AD results from:

Several cases of Gas Generator (GG) Turbine Blade rupture occurred in service on ARRIEL 2 twin engine applications and recently one on a single engine helicopter. For the case occurring in flight on a single engine helicopter (ARRIEL 2B1 engine), the pilot performed an emergency autorotation, landing the helicopter without further incident.

We are issuing this AD to prevent rupture of a GG turbine blade, which could result in an uncommanded in-flight shutdown and an emergency autorotation landing or accident.

**Actions and Compliance**

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

(1) Accomplish TU166 modification in accordance with the instructions specified within Turboméca Mandatory Service Bulletin (MSB) A292 72 3166 Version B, dated September 20, 2010, when the GG Turbine is replaced or when the engine or Module M03 is going through overhaul or repair, or within 1,300 cycles-in-service after the effective date of this AD, whichever occurs first.

(2) Accomplishment, before the effective date of this AD, of TU166 modification in accordance with the instructions of Turboméca MSB A292 72 3166 Version A, dated August 17, 2010, satisfies the requirement of paragraph (e)(1) of this AD.

**FAA AD Differences**

(f) This AD differs from the Mandatory Continuing Airworthiness Information (MCAI) and or service information by the following:

(1) European Aviation Safety Agency (EASA) AD No. 2010-0198, dated October 1, 2010, applies to the ARRIEL 2B1A engine. This AD does not apply to that model because it has no U.S. type certificate.

(2) EASA AD No. 2010-198 has a compliance date of "but no later than 25 months after the effective date of this AD. This AD has a compliance time of "1,300 cycles-in-service," based on average fleet usage data supplied by Turbomeca.

### **Other FAA AD Provisions**

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

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

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

### **Related Information**

(i) Refer to MCAI EASA Airworthiness Directive 2010-0198, dated October 1, 2010, for related information.

(j) Contact Rose Len, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: [rose.len@faa.gov](mailto:rose.len@faa.gov); phone: (781) 238-7772; fax (781) 238-7199, for more information about this AD.

### **Material Incorporated by Reference**

(k) You must use Turbomeca S.A. Mandatory Service Bulletin A292 72 3166 Version B, dated September 20, 2010, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Turbomeca S.A., 40220 Tarnos, France; e-mail: [noria-dallas@turbomeca.com](mailto:noria-dallas@turbomeca.com); telephone 33 05 59 74 40 00, fax 33 05 59 74 45 15, or go to: <http://www.turbomeca-support.com>.

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

Issued in Burlington, Massachusetts, on June 14, 2011.  
Peter A. White,  
Acting Manager, Engine and Propeller Directorate,  
Aircraft Certification Service.



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**2011-14-05 MD HELICOPTERS, INC.:** Amendment 39-16740; Docket No. FAA-2011-0695; Directorate Identifier 2011-SW-001-AD.

**Effective Date**

(a) This AD is effective August 1, 2011.

**Affected ADs**

(b) This AD supersedes AD 2010-18-52, Amendment 39-16515, Docket No. FAA-2010-1126; Directorate Identifier 2010-SW-078-AD.

**Applicability**

(c) Model MD900 helicopters with main rotor lower hub assembly (lower hub), part number (P/N) 900R2101008-107, serial numbers (S/Ns) that begin with 5009, certificated in any category.

**Unsafe Condition**

(d) This amendment is prompted by the determination that a certain manufacturer had incorrectly inserted the flanged bushings into the lower hub bore. The actions specified by this AD are intended to detect a crack in the lower hub and prevent failure of the hub and subsequent loss of control of the helicopter.

**Compliance**

(e) Within 100 hours time-in-service (TIS) or during the next annual inspection, whichever occurs first, unless done within the last 200 hours TIS:

(1) Visually inspect the sides and bottom of the area between the arms for the centering bearing and the areas adjacent to the bushings of the lower hub assembly for a crack. If there is a crack, before further flight, replace the lower hub with an airworthy lower hub.

(2) If the lower hub is not replaced as a result of the visual inspection required by paragraph (e)(1) of this AD, eddy current inspect the lower hub for a crack by following the Accomplishment Instructions, paragraphs 2.A(2) through 2.A.(10)., of MD Helicopters Inc. Service Bulletin SB900-117, dated January 14, 2011 (SB). If there is a crack, before further flight, replace the lower hub with an airworthy hub.

(f) The eddy current inspection required by paragraph (e)(2) of this AD must be done by a Level II technician with ASNT-TC-1A, CEN EN 4179, MIL-STD-410, NAS410, or equivalent certification in eddy current inspections. The technician must have done an eddy current inspection in the last 12 months.

**Alternative Methods of Compliance (AMOCs)**

(g)(1) The Manager, Los Angeles Aircraft Certification Office (LAACO), FAA, has the authority to approve AMOCs for this AD, if requested, using the procedures found in 14 CFR 39.19.

In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the LAACO, send it to the attention of the person identified in the Additional Information section of this AD.

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

### **Additional Information**

(h) For more information about this AD, contact Eric Schrieber, Aviation Safety Engineer, FAA, Los Angeles Aircraft Certification Office, Airframe Branch, 3960 Paramount Blvd., Lakewood, California 90712-4137, telephone (562) 627-5348, fax (562) 627-5210.

### **Material Incorporated by Reference**

(i)(1) Inspect the main rotor lower hub assembly for a crack by following the specified portions of MD Helicopter, Inc. Service Bulletin SB 900-117, dated January 14, 2011. The Director of the Federal Register approved the incorporation by reference of the service information, under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact MD Helicopters Inc., Attn: Customer Support Division, 4555 E. McDowell Rd., Mail Stop M615, Mesa, AZ 85215-9734, telephone 1-800-388-3378, fax 480-346-6813, or at <http://www.mdhelicopters.com>.

(3) Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas, or at the National Archives and Records Administration (NARA). For information on the availability of this material at 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).

### **Subject**

(j) The Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code is 6220: Main Rotor Head.

Issued in Fort Worth, Texas, on June 21, 2011.

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



**2011-14-08 B/E Aerospace:** Amendment 39-16743; Docket No. FAA-2011-0139; Directorate Identifier 2010-CE-057-AD.

### **Effective Date**

- (a) This AD is effective August 19, 2011.

### **Affected ADs**

(b) None. This AD does not revise or supersede any existing ADs. The following ADs address the unsafe condition described in paragraph (e) of this AD for certain installations on certain Boeing airplanes:

(1) AD 2007-26-06, Amendment 39-15308 (72 FR 71210, December 17, 2007), for certain Boeing Model 747-200B, 747-300, and 747-400 series airplanes identified in Boeing Service Bulletin 747-35-2119, dated November 30, 2006;

(2) AD 2008-08-08, Amendment 39-15460 (73 FR 19982, April 14, 2008), for certain Boeing Model 757-200, 757-200CB, 757-200PF, and 757-300 series airplanes identified in Boeing Special Attention Service Bulletin 757-35-0028, dated April 9, 2007;

(3) AD 2008-12-05, Amendment 39-15548 (73 FR 32996, June 11, 2008), for certain Boeing Model 777-200, 777-200LR, 777-300, and 777-300ER series airplanes identified in Boeing Special Attention Service Bulletin 777-35-0019, dated March 9, 2006;

(4) AD 2008-13-21, Amendment 39-15584 (73 FR 37781, July 2, 2008), for certain Boeing Model 767-200, 767-300, and 767-400ER series airplanes identified in Boeing Special Attention Service Bulletin 767-35-0054, dated July 6, 2006; and

(5) AD 2010-14-06, Amendment 39-16351 (75 FR 38014, July 1, 2010), for certain The Boeing Company Model 737-200, 737-300, 737-400, and 737-500 series airplanes identified in Boeing Special Attention Service Bulletin 737-35-1099, Revision 1, dated April 23, 2009.

### **Applicability**

(c) This AD applies to B/E Aerospace, Continuous Flow Passenger Oxygen Mask Assembly; Part Numbers 174006-( ), 174080-( ), 174085-( ), 174095-( ), 174097-( ), and 174098-( ) as listed in B/E Aerospace Service Bulletin 174080-35-04, Rev 000, dated September 6, 2010, that are installed on any aircraft except for those Boeing airplanes specified in the ADs referenced in paragraphs (b)(1), (b)(2), (b)(3), (b)(4), and (b)(5) of this AD.

Note 1: The service bulletin lists the part numbers with a suffix of "XX." The TSO Index lists the part numbers with the suffix of "( )." For the purposes of this AD, we have used "( )."

### **Subject**

(d) Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 35: Oxygen.

## **Unsafe Condition**

(e) This AD was prompted by a report that several oxygen mask assemblies with broken in-line flow indicators were found following a mask deployment. We are issuing this AD to prevent the in-line flow indicators of the oxygen mask assembly from fracturing and separating, which could inhibit oxygen flow to the masks. This condition could consequently result in occupants developing hypoxia following a depressurization event.

## **Compliance**

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

## **Records Check/Inspection**

(g) Within 36 months after August 19, 2011 (the effective date of this AD) or within 6,500 hours time-in-service (TIS) after August 19, 2011 (the effective date of this AD), whichever occurs first, do the following:

(1) Do a records check to determine if any oxygen mask assembly part number listed in B/E Aerospace Service Bulletin 174080-35-04, Rev 000, dated September 6, 2010, is installed in the aircraft.

(i) If you cannot positively determine the manufacturer and part number of any oxygen mask assembly installed, do a general visual inspection to determine if any oxygen mask assembly part number listed in B/E Aerospace Service Bulletin 174080-35-04, Rev. 000, dated September 6, 2010, is installed in the aircraft.

(ii) If you can positively determine that no oxygen mask assembly part number listed in B/E Aerospace Service Bulletin 174080-35-04, Rev 000, dated September 6, 2010, is installed, no further action is required by this AD.

(iii) If you can positively determine that any Airbus airplane affected by this AD is in compliance with European Aviation Safety Agency (EASA) AD 2010-0165, dated August 5, 2010, or EASA AD 2010-0165R1, correction dated January 31, 2011, and that no oxygen mask assembly part number listed in B/E Aerospace Service Bulletin 174080-35-04, Rev 000, dated September 6, 2010 is installed by STC or alteration, no further action is required by this AD.

(iv) If you can positively determine through inspection of the oxygen mask container assembly that the date of manufacture is after March 1, 2006, and you can verify that the original oxygen masks in the container assembly are installed, no further action is required by this AD.

(2) If, as a result of any of the records checks/inspections required in paragraph (g)(1) of this AD, you determine that an oxygen mask assembly part number listed in B/E Aerospace Service Bulletin 174080-35-04, Rev 000, dated September 6, 2010, is installed, inspect the oxygen mask assembly to determine if the in-line flow indicator must be replaced following paragraph II.A. of B/E Aerospace Service Bulletin 174080-35-04, Rev 000, dated September 6, 2010. If you can positively determine that the in-line flow indicator does not require replacement, no further action is required by this AD.

## **Modification/Replacement**

(h) After the inspection in paragraph (g)(2) of this AD and it was determined the in-line flow indicator must be replaced, within 36 months after August 19, 2011 (the effective date of this AD) or within 6,500 hours TIS after August 19, 2011 (the effective date of this AD), whichever occurs first, modify the oxygen mask assembly by replacing the in-line flow indicator following B/E Aerospace Service Bulletin 174080-35-04, Rev 000, dated September 6, 2010. As an alternative to modifying the oxygen mask assembly, you may replace the oxygen mask assembly with an airworthy oxygen mask assembly FAA-approved for installation on the aircraft.

## Parts Installation

(i) As of August 19, 2011 (the effective date of this AD), do not install a B/E Aerospace oxygen mask having a part number listed in B/E Aerospace Service Bulletin 174080-35-04, Rev 000, dated September 6, 2010, with a manufacturing date on or after January 1, 2002, and before March 1, 2006, on any aircraft, unless it has been modified following the requirements of paragraph (h) of this AD.

## Alternative Methods of Compliance (AMOCs)

(j)(1) The Manager, Wichita 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. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD.

(2) Before using any approved AMOC, notify your Principal Maintenance Inspector or Principal Avionics Inspector, as appropriate, or lacking a principal inspector, your local Flight Standards District Office.

## Related Information

(k) For more information about this AD, contact David Fairback, Aerospace Engineer, Wichita ACO, FAA, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4154; fax: (316) 946-4107; e-mail: david.fairback@faa.gov.

(l) For service information identified in this AD, contact B/E Aerospace, 10800 Pflumm Road, Lenexa, Kansas 66215; telephone: (913) 338-9800; fax: (913) 469-8419; Internet: <http://www.beaerospace.com>. 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.

## Material Incorporated by Reference

(m) You must use B/E Aerospace Service Bulletin 174080-35-04, Rev 000, dated September 6, 2010, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact B/E Aerospace, 10800 Pflumm Road, Lenexa, Kansas 66215; telephone: (913) 338-9800; fax: (913) 469-8419; Internet: <http://www.beaerospace.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 July 1, 2011.

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



**2011-14-09 Various Aircraft:** Amendment 39-16744; Docket No. FAA-2011-0714; Directorate Identifier 2011-CE-024-AD.

**Effective Date**

(a) This airworthiness directive (AD) becomes effective July 25, 2011.

**Affected ADs**

(b) This AD supersedes AD 2011-11-03; Amendment 39-16702.

**Applicability**

(c) This AD applies to all serial numbers of the following aircraft, equipped with a Rotax Aircraft Engines 912 A series engine, serial number 4,410.888 through 4,410.899, installed and certificated in any category:

**Group 1 Airplanes (airplanes previously affected by AD 2011-11-03)**

<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 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

**Group 2 Airplanes (airplanes not previously affected by AD 2011-11-03)**

<b>Type Certificate Holder</b>	<b>Aircraft Model</b>	<b>Engine Model</b>
DIAMOND AIRCRAFT INDUSTRIES GmbH	HK 36 TS and HK 36 TC	912 A3

**Subject**

(d) Air Transport Association of America (ATA) Code 74: Ignition.

**Reason**

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

During a production process review, a deviation in hardening of certain Part Number (P/N) 944072 washers has been detected, which exceeds the hardness of the design specification.

The affected washers are part of the magneto ring flywheel hub installation and have been installed on a limited number of engines. No defective washers have been shipped as spare parts.

This condition, if not corrected, could lead to cracks in the washer, loosening of the magneto flywheel hub and consequent ignition failure, possibly resulting in damage to the engine, in-flight engine shutdown and forced landing, damage to the aeroplane and injury to occupants.

For the reasons described above, this AD requires, for the affected engines, the replacement of the P/N 944072 washer and associated gasket ring P/N 950141 with serviceable parts, having the same P/N.

This AD also prohibits installation of an affected engine on an aeroplane, unless the washer on that engine has been replaced as required by this AD.

### **Actions and Compliance**

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

(1) Replace washer, part number (P/N) 944072, and associated gasket ring, P/N 950141, on the magneto ring flywheel hub with FAA-approved serviceable parts with the same P/Ns. Do the replacements following the Accomplishment Instructions in Rotax Aircraft Engines Mandatory Service Bulletin SB-912-058 and SB-914-041 (same document), dated April 15, 2011.

(i) For Group 1 airplanes (airplanes previously affected by AD 2011-11-03): Within the next 10 hours time-in-service (TIS) after June 16, 2011 (the effective date retained from AD 2011-11-03) or within 4 months after June 16, 2011 (the effective date retained from AD 2011-11-03), whichever occurs first.

(ii) For Group 2 airplanes (airplanes not previously affected by AD 2011-11-03): Within the next 10 hours TIS after July 25, 2011 (the effective date of this AD) or within 4 months after July 25, 2011 (the effective date of this AD), whichever occurs first.

(2) Do not install a Rotax Aircraft Engines 912 A series engine listed in paragraph (c) of this AD unless the washer, P/N 944072, and the gasket ring, P/N 950141, have been replaced as required in paragraph (f)(1) of this AD.

(i) For Group 1 airplanes (airplanes previously affected by AD 2011-11-03): As of June 16, 2011 (the effective date retained from AD 2011-11-03).

(ii) For Group 2 airplanes (airplanes not previously affected by AD 2011-11-03): As of July 25, 2011 (the effective date of this AD).

### **FAA AD Differences**

Note: This AD differs from the MCAI and/or service information as follows: EASA AD 2011-0067-E, dated April 15, 2011, requires returning the removed P/N 944072 to Rotax Aircraft Engines. We are not requiring this because FAA regulation, specifically 14 CFR 43.10, already requires disposition of unairworthy parts.

### **Other FAA AD Provisions**

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to Attn: Sarjapur Nagarajan, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4145; fax: (816) 329-4090. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

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

### **Related Information**

(h) Refer to MCAI European Aviation Safety Agency (EASA) AD No. 2011-0067-E, dated April 15, 2011, and Rotax Aircraft Engines Mandatory Service Bulletin SB-912-058 and SB-914-041 (same document), dated April 15, 2011, for related information.

### **Material Incorporated by Reference**

(i) You must use Rotax Aircraft Engines Mandatory Service Bulletin SB-912-058 SB-914-041, dated April 15, 2011, to do the actions required by this AD, unless the AD specifies otherwise.

(1) On June 16, 2011 (76 FR 31465, June 1, 2011), the Director of the Federal Register previously approved the incorporation by reference of Rotax Aircraft Engines Mandatory Service Bulletin SB-912-058 SB-914-041, dated April 15, 2011.

(2) For service information identified in this AD, contact BRP-Rotax 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 referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

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

Issued in Kansas City, Missouri, on July 1, 2011.

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



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**2011-15-05 Hawker Beechcraft Corporation Models B300 and B300C (C-12W) Airplanes:**  
Amendment 39-16752; Docket No. FAA-2011-0436; Directorate Identifier 2011-CE-009-AD.

**(a) Effective Date**

This AD is effective August 19, 2011.

**(b) Affected ADs**

None.

**(c) Applicability**

(1) This AD applies to Hawker Beechcraft Corporation Models B300 and B300C (C-12W) airplanes, all serial numbers, that:

(2) Are certificated in any category; and

(3) Are modified per Hawker Beechcraft Drawing 130M000030 or Kit Drawing 130-4014 that incorporate Pilot's Operating Handbook and FAA Approved Flight Manual, part number (P/N) 130-590031-245.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 91, Charts.

**(e) Unsafe Condition**

This AD was prompted by an error that was discovered in the take-off speeds and field lengths published in the FAA-approved flight manual. This AD is issued to correct the published data in the airplane flight manual and the pilot's operating handbook and ensure it corresponds with the published data in the pilot's checklist. This condition, if not corrected, could result in taking off from shorter runways than required by the airplane if the airplane loses an engine after takeoff decision speed (V1). This could result in the airplane running out of runway before take-off can be accomplished.

**(f) Compliance**

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

**(g) Action**

Within 14 days after the effective date of this AD, insert Hawker Beechcraft Corporation Log of Temporary Changes, dated February 2011; and Hawker Beechcraft Corporation Temporary Change to the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual, Part Number (P/N) 130-590031-245TC5, dated February 2011; into the airplane's Pilot's Operating Handbook and

FAA Approved Flight Manual, P/N 130-590031-245. 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.

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

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

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

**(i) Related Information**

For more information about this AD, contact Jason Brys, Flight Test Engineer, FAA, Wichita ACO, 1801 S. Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4100; fax: (316) 946-4107.

**(j) Material Incorporated by Reference**

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

(1) Hawker Beechcraft Corporation Log of Temporary Changes, dated February 2011, approved for IBR August 19, 2011.

(2) Hawker Beechcraft Corporation Temporary Change to the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual, P/N 130-590031-245TC5, dated February 2011, approved for IBR August 19, 2011.

(3) For service information identified in this AD, contact Hawker Beechcraft Corporation, 9709 East Central, Wichita, Kansas 67201; telephone: (316) 676-5034; fax: (316) 676-6614; Internet: [https://www.hawkerbeechcraft.com/service\\_support/pubs/](https://www.hawkerbeechcraft.com/service_support/pubs/).

(4) 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.

(5) 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 July 7, 2011.

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



**FAA**  
**Aviation Safety**

## **EMERGENCY**

# **AIRWORTHINESS DIRECTIVE**

[www.faa.gov/aircraft/safety/alerts/](http://www.faa.gov/aircraft/safety/alerts/)

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**DATE: July 8, 2011**

**AD #: 2011-15-51**

Send to all U.S. owners and operators of Bell Helicopter Textron Canada (Bell) Model 407 and 427 helicopters.

This Emergency Airworthiness Directive (AD) is prompted by a report that a quality escape by a supplier has occurred and certain hydraulic servo actuators (servo) may have a loose nut, shaft, and clevis assembly due to improper lock-washer installation. An investigation after an accident revealed the clevis nut on the servo was loose. This condition, if not detected, could lead to a malfunction of a servo in the flight control system and subsequent loss of control of the helicopter.

We have reviewed Bell Alert Service Bulletin (ASB) 407-11-96 and 427-11-35, both dated June 29, 2011, which specify the part numbers and serial numbers of the affected servos and refer to ASB 407-05-70, Revision A, dated November 10, 2005; ASB 427-05-12, Revision A, dated November 14, 2005; with HR Textron Service Bulletin (SB) 41011300-67-01, Revision 2, dated November 9, 2005; HR Textron SB 41011400-67-01, Revision 2, dated November 9, 2005; and HR Textron SB 41011700-67-01, Revision 2, dated November 9, 2005, attached. The ASBs also specify reidentifying the servos with a "67-01" on the modification plate indicating the inspection procedures were followed.

Transport Canada, the airworthiness authority for Canada, notified the FAA that an unsafe condition may exist on these helicopter models. Transport Canada advises that a quality escape by a supplier has occurred, and a number of servos may have a loose nut, shaft, and clevis assembly. Transport Canada states in its AD that the loose connection is due to improper lock washer installation, which is not traceable or identifiable except by inspection. The authority also states a disconnect of the affected parts may lead to loss of control of the helicopter. Transport Canada classified the ASBs as mandatory and issued AD No. CF-2011-17, dated June 30, 2011, to ensure the continued airworthiness of these helicopters.

These helicopters have been approved by the aviation authority of Canada and are approved for operation in the United States. Pursuant to our bilateral agreement, Canada has notified us of the unsafe condition described in the AD. We are issuing this AD because we evaluated all information provided by Canada and determined the unsafe condition exists and is likely to exist or develop on other helicopters of these same type designs. Therefore, this AD requires before further flight for certain affected servos and within 25 hours time-in-service for certain other affected servos, identified by a serial number, retracting the boot and inspecting the servo as follows:

- Applying only hand pressure, determining whether the nut, shaft, or clevis assembly turns independently. If the shaft turns independently of the nut or the clevis assembly, before further flight, replacing the servo with an airworthy servo.

- If the shaft does not turn independently, inspecting to determine whether at least one tab of a lock washer is bent flush against a flat surface of the nut and at least one tab of the lock washer is bent flush against a flat surface of the clevis assembly.
- If at least one lock washer tab is not aligned and bent flush with a flat surface of the nut and at least one lock washer tab is not aligned and bent flush with a flat surface of the clevis assembly, before further flight, replacing the servo with an airworthy servo.
- If any tab of the lock washer is not bent flush against either a flat surface of the nut or clevis assembly, bending the tab flush against a flat surface.
- Reidentifying the servo by metal-impression stamping or by vibro etching “67.01” onto the modification plate.
- Before installing a servo with a P/N and S/N identified in this AD, not identified by “67-01” on the modification plate, inspecting it by following the requirements of this AD.

The actions must be done by following specified portions of the alert service bulletins described previously.

This AD differs from Transport Canada AD in that we do not require that the servo be returned to the manufacturer. Also, we do not limit the applicability to specific serial-numbered helicopters. We have specified the inspection requirements rather than referring to the applicable service bulletins. The AD requires that the servo be replaced before further flight, and the Transport Canada AD refers to the ASB, which requires that the servo be replaced within 300 hours time-in-service.

This rule is issued under 49 U.S.C. Section 44701 pursuant to the authority delegated to me by the Administrator, and is effective immediately upon receipt of this emergency AD.

**2011-15-51 BELL HELICOPTER TEXTRON CANADA:** Directorate Identifier 2011-SW-038-AD.

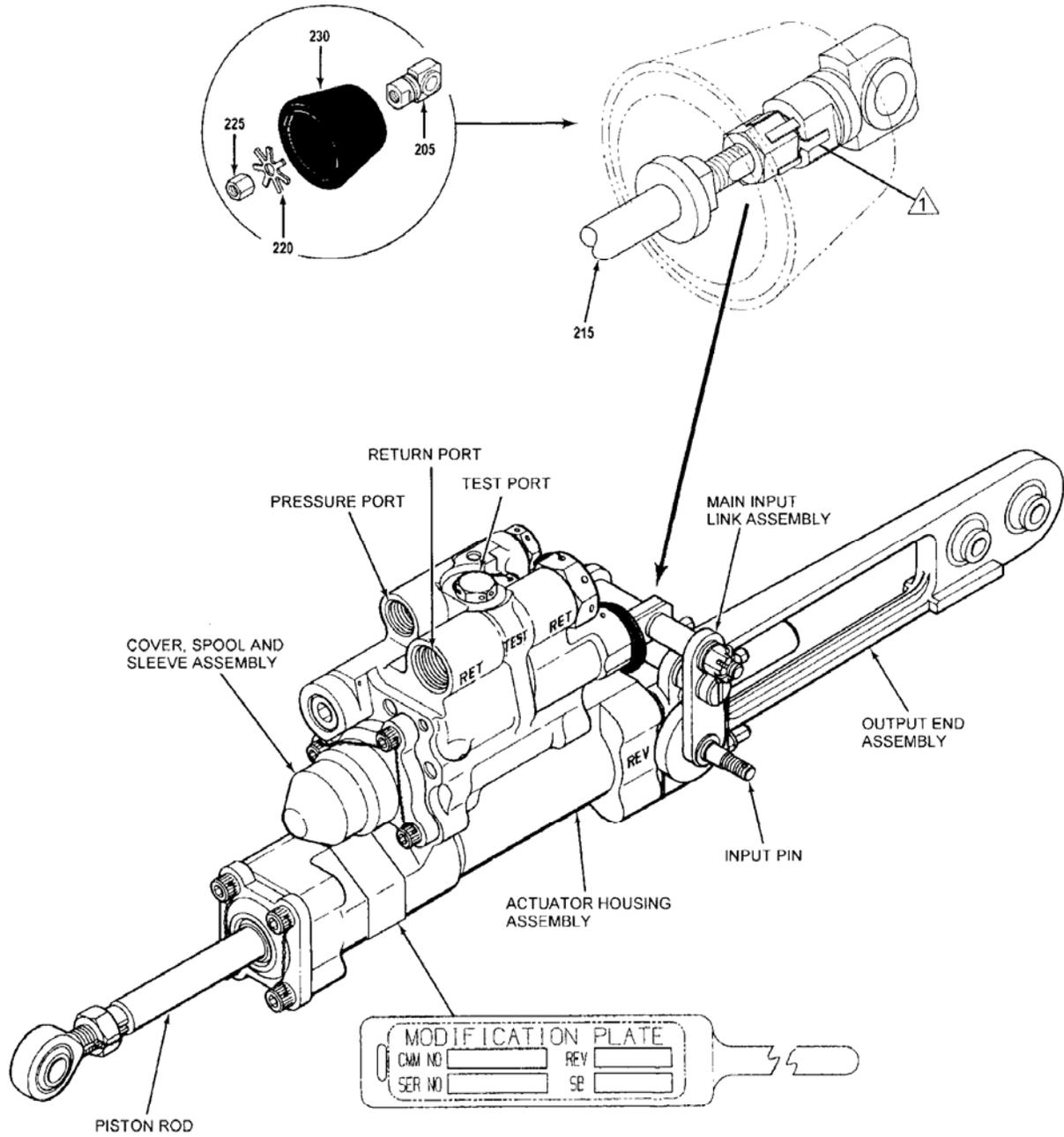
Applicability: Model 407 helicopters with a hydraulic servo actuator assembly (servo), part number (P/N) 206-076-062-105, or -107 and Model 427 helicopters, with servo, P/N 206-076-062-109 or -111, installed, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To detect loose or misaligned parts of the servo that could lead to failure of the servo and subsequent loss of control of the helicopter, do the following:

(a) Before further flight, for those helicopters with a servo serial number (S/N) on the modification plate listed in Table 1 of Bell Alert Service Bulletin (ASB) No. 407-11-96, dated June 29, 2011, for the Model 407 helicopters or Table 1 of ASB 427-11-35, dated June 29, 2011, for the Model 427 helicopters, do the following:

(1) Retract the boot depicted as “230” in Figure 1 of this AD:



**NOTE:**  
 1 ACCEPTABLE CONDITION  
 A MINIMUM OF ONE TAB SHALL BE IN LINE AND BENT FLUSH WITH THE NUT FLAT SURFACE AND A MINIMUM OF ONE TAB SHALL BE IN LINE AND BENT FLUSH WITH THE CLEVIS ASSEMBLY FLAT SURFACE

Clevis Assembly  
 Figure 1

- Legend:  
 205 Clevis Assembly  
 215 Shaft  
 225 Nut  
 220 Lock Washer  
 230 Boot

Note 1. Bell ASB 427-05-12, Revision A, dated November 14, 2005; HR Textron SBs 41011300-67-01, 41011400-67-01, and 41011700-67-01, all Revision 2, all dated November 9, 2005, which are not incorporated by reference, contain information pertaining to the subject of this AD.

(2) Applying only hand pressure, determine whether the nut, shaft, or clevis assembly, depicted as “225,” “215,” and “205,” respectively, in Figure 1 of this AD, turns independently. If the shaft turns independently of the nut or the clevis assembly, before further flight, replace the servo with an airworthy servo.

(3) If the shaft does not turn independently, inspect to determine whether at least one tab of the lock washer is bent flush against a flat surface of the nut and at least one tab of the lock washer is bent flush against a flat surface of the clevis assembly.

(i) If at least one lock washer tab is not aligned and bent flush with a nut flat surface and at least one lock washer tab is not aligned and bent flush with a flat surface of the clevis assembly, before further flight, replace the servo with an airworthy servo.

(ii) If any tab of the lock washer is not bent flush against either a flat surface of the nut or clevis assembly, bend the tab flush against a flat surface.

(4) After accomplishing paragraph (a)(1) through (a)(3) of this AD, reidentify the servo by metal-impression stamping or by vibro etching “67-01” onto the modification plate.

(b) For those servo P/Ns with a S/N less than the S/Ns listed in the following Table A of this AD but NOT specifically included in the list of S/Ns in Table 1 referenced in paragraph (a) of this AD, within 25 hours time-in-service, inspect the nut, shaft, and clevis assembly and accomplish the requirements of paragraphs (a)(1) through (a)(4) of this AD.

**Table A**

<b>Helicopter Model</b>	<b>Servo P/N</b>	<b>Servo Prefix “HR,” S/N</b>
407	41011300-101 (BHT 206-076-062-105)	Less than 807
	41011400-101 (BHT 206-076-062-107)	Less than 2248
427	41011300-101 (BHT 206-076-062-111)	Less than 807
	41011700-101 (BHT 206-076-062-109)	Less than 230

(c) Before installing a servo with a P/N and S/N identified in paragraphs (a) or (b) of this AD, not identified by “67-01” on the modification plate, inspect the servo by following the requirements of this AD.

(d) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Safety Management Group, FAA, ATTN: Matt Wilbanks, Aviation Safety Engineer, 2601 Meacham Blvd, Fort Worth, Texas 76137, telephone (817) 222-5051, fax (817) 222-5961, for information about previously approved alternative methods of compliance.

(e) The Joint Aircraft System/Component (JASC) Code is: 6730: Rotorcraft Servo System.

(f) Copies of the applicable service information may be obtained from 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/>.

(g) Emergency AD 2011-15-51, issued July 8, 2011, becomes effective upon receipt.

Note 2: The subject of this AD is addressed in Transport Canada AD CF-2011-17, dated June 30, 2011.

FOR FURTHER INFORMATION CONTACT: Matt Wilbanks, Aviation Safety Engineer, 2601 Meacham Blvd, Fort Worth, Texas 76137, telephone (817) 222-5051, fax (817) 222-5961.

Issued in Fort Worth, Texas, on July 8, 2011.

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