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

BIWEEKLY 2010-24

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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

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;

Biweekly 2010-01

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

Biweekly 2010-02

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

Biweekly 2010-03

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

Biweekly 2010-04

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

Biweekly 2010-05

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

Biweekly 2010-06

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

AD No.	Information	Manufacturer	Applicability

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Biweekly 2010-07

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

Biweekly 2010-08

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

Biweekly 2010-09

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

Biweekly 2010-10

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

Biweekly 2010-11

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

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AD No.	Information	Manufacturer	Applicability
Biweekly 2010-12			
2007-19-09 R1	R	Turbomeca	Engine: ARRIEL 2B1
2010-10-16		Bell Helicopter Textron and Augusta S.P.A.	Rotorcraft: 205A, 205A-1, 205B, 212, 412, 412EP, and 412CF and Agusta S.p.A. Model AB412, AB412EP
2010-11-04	S 2009-24-52	Teledyne Continental Motors	Engine: 240, 346, 360, 470, 520, and 550 and IO-240
2010-11-05		AVOX Systems and B/E Aerospace	See AD
2010-11-06	S 97-11-12	AeroSpace Technologies of Australia Pty Ltd	N22B, N22S, and N24A
2010-11-07		Quartz Mountain Aerospace, Inc	11E
2010-11-08	S 2008-11-20	Stemme GmbH & Co. KG	S10-VT
2010-11-10		Turbomeca:	Engine: Astazou XIV B and XIV H
2010-11-15		Socata	TBM 700
2010-12-51	E	Agusta S.p.A.	Rotorcraft: A119 and AW119 MKII
Biweekly 2010-13			
2010-10-12	S 2005-04-09	Bell Helicopter Textron Canada	Rotorcraft: 222, 222B, 222U, 230, 430
2010-10-16		Bell Helicopter Textron and Agusta S.P.A	Rotorcraft: 205A, 205A-1, 205B, 212, 412, 412EP, and 412CF and Agusta S.p.A. Model AB412, AB412EP
2010-11-09		Thielert Aircraft Engines GmbH	Engine: TAE 125-01 and TAE 125-02-99
2010-12-01	S 2009-24-13	Cessna Aircraft Company	525A
2010-12-02		Turbomeca S.A.	Engine: Makila 1A and 1A1
2010-12-04		PILATUS Aircraft Ltd	PC-7
2010-13-01		Microturbo	Appliance: See AD
Biweekly 2010-14			
2010-13-07		Piper Aircraft	PA-32R-301T, PA046-350P
2010-13-08	S 2006-08-09	Air Tractor	AT-802 and AT-802A
2010-13-10		Ontic Engineering and Manufacturing, Inc	Appliance: See AD
Biweekly 2010-15			
2010-14-12		See AD	Rotorcraft: AH-1G, AH-1S, HH-1K, TH-1F, TH-1L, UH-1A, UH-1B, UH-1E, UH-1F, UH-1H, UH-1L, and UH-1P Helicopters; and Southwest Florida Aviation Model UH-1B (SW204 and SW204HP) and UH-1H (SW205)
2010-14-15		Aircraft Industries a.s.	Glider: L-13 Blanik
2010-14-20		McCauley Propeller Systems	Propeller: 4HFR34C653/L106FA
2010-14-21		Thielert Aircraft Engines GmbH	Engine: TAE 125-01
2010-15-51	E	Agusta S.p.A.	A119 and AW119 MKII
Biweekly 2010-16			
2010-13-07	COR	Piper	PA-32R-301T, PA-46-350P
2010-15-04		Eurocopter France	Rotorcraft: EC225LP
2010-15-05	S 2010-08-01	Aircraft Industries a.s	Glider: L 23 Super Blanik
2010-15-07		Zakład Szybowcowy "Jeżów" Henryk Mynarski	Sailplanes: PW-6U
2010-15-09	S 2009-23-11	Embraer	EMB-500
2010-15-10		Piper	See AD
2010-16-51	E	Eurocopter France	Rotorcraft: SA330J
Biweekly 2010-17			
2010-15-03		Eurocopter France	Rotorcraft: EC 130 B4
2010-15-06		Grob-Werke GmbH	Glider: G102 ASTIR CS and G102 STANDARD ASTIR III
2010-16-08		Schweizer Aircraft Corp	Rotorcraft: 269D

AD No.	Information	Manufacturer	Applicability

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Biweekly 2010-18

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

Biweekly 2010-19

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

Biweekly 2010-20

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

Biweekly 2010-21

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

AD No.	Information	Manufacturer	Applicability

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Biweekly 2010-22

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

Biweekly 2010-23

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

Biweekly 2010-24

96-18-05 R1		Bell Helicopter Textron Canada	Rotorcraft: 206L, 206L-1, and 206L-3
2008-26-10	COR	Cessna	See AD
2010-18-52		MD Helicopters	Rotorcraft: MD900
2010-23-16		EMBRAER	EMB-500
2010-23-17		See AD	See AD
2010-23-22		Eurocopter France	Rotorcraft: AS332L2
2010-23-23		Eurocopter France	Rotorcraft: SA330F, G, J, and AS332C, L, L1, and L2
2010-23-24		Sikorsky	Rotorcraft: S-70A and S-70C
2010-24-04	S 2009-23-51	Sikorsky	Rotorcraft: S-92A
2010-24-51	E	Bell Helicopter Textron, Inc.	Rotorcraft: 212
2010-24-52	E, S 2010-24-51	Bell Helicopter Textron, Inc.	Rotorcraft: 212

96-18-05 R1 Bell Helicopter Textron Canada: Amendment 39-16511. Docket No. FAA-2008-1242; Directorate Identifier 96-SW-13-AD. Revises AD 96-18-05, Amendment 39-9729.

Applicability: Model 206L, 206L-1, and 206L-3 helicopters, with tailboom, part number (P/N) 206-033-004-003, -011, -45, -045, or -103, installed, certificated in any category.

Compliance: Required as indicated.

To prevent failure of the tailboom and subsequent loss of control of the helicopter, accomplish the following:

(a) Before further flight, unless accomplished previously, using a 10-power or higher magnifying glass, inspect the tailboom for cracks or corrosion in accordance with the Accomplishment Instructions, Part II, steps (1) through (7), of Bell Helicopter Textron Alert Service Bulletin No. 206L-87-47, Revision C, dated October 23, 1989 (ASB).

(b) For a tailboom that has not been modified in accordance with the Accomplishment Instructions, Part I of the ASB, using a 10-power or higher magnifying glass, inspect the tailboom for a crack at intervals not to exceed 50 hours time-in-service (TIS) in accordance with the Accomplishment Instructions, Part II, steps (1) through (7), of the ASB.

(c) For a tailboom that has been modified in accordance with the Accomplishment Instructions, Part I of the ASB, using a 10-power or higher magnifying glass, inspect the tailboom for a crack or corrosion at intervals not to exceed 100 hours TIS in accordance with the Accomplishment Instructions, Part II and Part III of the ASB, except you are not required to contact the manufacturer.

(d) If a crack or corrosion is detected that is beyond the repairable limits stated in the applicable maintenance manual, remove the tailboom and replace it with an airworthy tailboom.

(e) Replacing the tailboom with a tailboom, P/N 206-033-004-143 or -177, or an airworthy part-numbered tailboom that is not listed in the Applicability section of this AD, constitutes a terminating action for the requirements of this AD.

(f) 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: DOT/FAA Southwest Region, Sharon Miles, Aviation Safety Engineer, ASW-111, Rotorcraft Directorate, Regulations and Policy Group, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5122, fax (817) 222-5961, for information about previously approved alternative methods of compliance.

(g) Special flight permits will not be issued.

(h) You must use Bell Helicopter Textron Inc. Alert Service Bulletin 206L-87-47, Revision C, dated October 23, 1989, to do the actions required by this AD, unless the AD specifies otherwise.

(1) On September 16, 1996 (61 FR 45876, August 30, 1996), the Director of the Federal Register previously approved the incorporation by reference of Bell Helicopter Textron Inc. Alert Service Bulletin 206L-87-47, Revision C, dated October 23, 1989.

(2) For service information identified in this AD, contact Bell Helicopter Textron Canada, 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/.

(3) You may review copies of the service information incorporated by reference for this AD at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas.

(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.

(i) This amendment becomes effective on December 21, 2010.

Issued in Fort Worth, Texas, on October 26, 2010.
Lance T. Gant,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.

CORRECTION: [*Federal Register: November 16, 2010 (Volume 75, Number 220); Page 69861-69862; www.access.gpo.gov/su_docs/aces/aces140.html*]

2008-26-10 Cessna Aircraft Company: Amendment 39-15776; Docket No. FAA-2008-1328; Directorate Identifier 2008-CE-066-AD.

Effective Date

(a) This AD becomes effective on January 5, 2009.

Affected ADs

(b) This AD relates to AD 98-01-01, Amendment 39-10287 and AD 2008-10-02, Amendment 39-15508. These ADs can be found on the Internet at the following Web site: http://rgl.faa.gov/.

Applicability

(c) This AD applies to all serial numbers (S/Ns) of the airplanes listed in Table 1 of this AD, certificated in any category, that:

(1) Were initially delivered from the manufacturer between January 1, 1993, and March 31, 2008, unless the modification/rework required in AD 2008-10-02 has been done and you remain in compliance with that AD; or

(2) Have a part number (P/N) 2013142-18 installed as a replacement part anytime after January 1, 1993, unless the modification/rework required in AD 2008-10-02 has been done and you remain in compliance with that AD.

Note 1: The affected part was shipped from Cessna Parts Distribution (CPD) between January 1, 1993, and March 31, 2008.

Note 2: P/N 2013142-18 replaced P/Ns 2013142-9, -13, and -17.

Table 1. – Applicable Airplane Models

Models		
172	F172K	177
172A	F172L	177A
172B	F172M	177B
172C	F172N	177RG
172D	F172P	F177RG
172E	FR172E	180
172F (USAF T-41A)	FR172F	180A
172G	FR172G	180B
172H (USAF T-41A)	FR172H	180C
172I	FR172J	180D
172K	FR172K	180E
172L	P172D	180F

172M	R172E (USAF T-41B), (USAF T-41C and D)	180G
172N	R172F (USAF T-41)	180H
172P	R172G (USAF T-41C or D)	180J
172Q	R172H (USAF T-41D)	180K
172R	R172J	182
172S	R172K	182A
F172D	172RG	182B
F172E	175	182C
F172F	175A	182D
F172G	175B	182E
F172H	175C	182F
182G	A185F	U206D
182H	206	U206E
182J	206H	U206F
182K	P206	U206G
182L	P206A	207
182M	P206B	207A
182N	P206C	T207
182P	P206D	T207A
182Q	P206E	208
182R	T206H	208B
182S	TP206A	210
182T	TP206B	210A
F182P	TP206C	210B
F182Q	TP206D	210C
FR182	TP206E	210D
R182	TU206A	210E
T182	TU206B	210F
T182T	TU206C	210G
TR182	TU206D	210H
185	TU206E	210J
185A	TU206F	210K
185B	TU206G	210L
185C	U206	210M
185D	U206A	210N
185E	U206B	210R
A185E	U206C	210-5 (205)
210-5A (205A)	FT337F	
T210F	M337B (USAF 02A)	
T210G	T337B	
T210H	T337C	
T210J	T337D	
T210K	T337E	
T210L	T337F	
T210M	T337H	
T210N	T337H-SP	
T210R		

T303 336 337 337A (USAF 02B) 337B 337C 337D 337E 337F 337G 337H F337E F337F F337G F337H FT337E		

Unsafe Condition

(d) This AD is the result of reports of improper installation of the part number identification placard on the alternate static air source selector valve. We are issuing this AD to prevent erroneous indications from the altimeter, airspeed, and vertical speed indicators, which could cause the pilot to react to incorrect flight information and possibly result in loss of control.

Compliance

(e) To address this problem, you must do the following, unless already done. A person authorized to perform maintenance as specified in 14 CFR section 43.3 of the Federal Aviation Administration Regulations (14 CFR 43.3) is required to do all the actions required in this AD.

Actions	Compliance	Procedures
(1) For all affected airplanes that are not equipped for flight under instrument flight rules (IFR): Inspect the alternate static air source selector valve to assure that the part number identification placard is not obstructing the port.	Within the next 100 hours time-in-service (TIS) after January 5, 2009 (the effective date of this AD) or within the next 4 months after January 5, 2009 (the effective date of this AD), whichever occurs first.	Following the procedures in Cessna Single Engine Service Bulletin SB08-34-02, Revision 1, dated October 6, 2008; Cessna Caravan Service Bulletin CAB08-4, Revision 1, dated October 6, 2008; Cessna Single Engine Service Bulletin SEB08-5, dated October 13, 2008; or Cessna Multi-engine Service Bulletin MEB08-6, dated October 13, 2008, as applicable.

(2) <u>For all affected airplanes that are equipped for flight under instrument flight rules (IFR)</u>: (i) Inspect the alternate static air source selector valve to assure that the part number identification placard is not obstructing the port; or (ii) Fabricate a placard that incorporates the following words (using at least 1/8-inch letters) and install this placard on the instrument panel within the pilot's clear view: "IFR OPERATION IS PROHIBITED" and "USE OF THE ALTERNATE STATIC AIR SOURCE IS PROHIBITED."	(A) Inspect within the next 10 days after January 5, 2009 (the effective date of this AD); or (B) Install placards before further flight after January 5, 2009 (the effective date of this AD).	Following the procedures in Cessna Single Engine Service Bulletin SB08-34-02, Revision 1, dated October 6, 2008; Cessna Caravan Service Bulletin CAB08-4, Revision 1, dated October 6, 2008; Cessna Single Engine Service Bulletin SEB08-5, dated October 13, 2008; or Cessna Multi-engine Service Bulletin MEB08-6, dated October 13, 2008, as applicable.
(3) <u>For all affected airplanes that are equipped for flight under instrument flight rules (IFR)</u>: If placards were installed in accordance with paragraph (e)(2)(ii) of this AD, inspect the alternate static air source selector valve to assure that the part number identification placard is not obstructing the port.	Within the next 100 hours TIS after January 5, 2009 (the effective date of this AD) or within the next 4 months after January 5, 2009 (the effective date of this AD), whichever occurs first. After doing the inspection, remove the placards installed in accordance with paragraph (e)(2)(ii) of this AD before further flight.	Following the procedures in Cessna Single Engine Service Bulletin SB08-34-02, Revision 1, dated October 6, 2008; Cessna Caravan Service Bulletin CAB08-4, Revision 1, dated October 6, 2008; Cessna Single Engine Service Bulletin SEB08-5, dated October 13, 2008; or Cessna Multi-engine Service Bulletin MEB08-6, dated October 13, 2008, as applicable.
(4) <u>For all affected airplanes</u>: If the alternate static air source selector valve port is found obstructed by the part number identification placard during the inspection required in paragraphs (e)(1), (e)(2)(i), and (e)(3) of this AD, remove the placard from the valve body, discard the placard, and assure that the port is open and unobstructed.	Before further flight after the inspection required in paragraphs (e)(1), (e)(2)(i), and (e)(3) of this AD.	Following the procedures in Cessna Single Engine Service Bulletin SB08-34-02, Revision 1, dated October 6, 2008; Cessna Caravan Service Bulletin CAB08-04, Revision 1, dated October 6, 2008; Cessna Single Engine Service Bulletin SEB08-5, dated October 13, 2008; or Cessna Multi-engine Service Bulletin MEB08-6, dated October 13, 2008, as applicable.

(5) For all affected airplanes: When a replacement valve is needed, only install a P/N 2013142-18 alternate static air source selector valve that has been inspected and the port is found free from obstruction.	As of 10 days after January 5, 2009 (the effective date of this AD).	A person authorized to perform maintenance as specified in 14 CFR section 43.3 of the Federal Aviation Administration Regulations (14 CFR 43.3) is required to do the inspection.

(f) Report to the FAA the results of the inspection required by this AD where an obstruction was found.

(1) Submit this report within 10 days after the inspection or 10 days after the effective date of this AD, whichever occurs later.

(2) Use the form in Figure 1 of this AD and submit it to FAA, Manufacturing Inspection District Office, Mid-Continent Airport, 1801 Airport Road, Room 101, Wichita, Kansas 67209; or fax to (316) 946-4189.

(3) The Office of Management and Budget (OMB) approved the information collection requirements contained in this regulation under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.) and assigned OMB Control Number 2120-0056.

AD 2008-26-10 INSPECTION REPORT

(REPORT ONLY IF A PART NUMBER IDENTIFICATION PLACARD IS OBSTRUCTING THE STATIC AIR SOURCE SELECTOR VALVE PORT)

1. Inspection Performed By:	*2. Phone:*
3. Airplane Model:	*4. Airplane Serial Number:*
5. Airplane Total Hours TIS:	
6. Date of AD inspection:	
*7. Inspection Results: (Note: Report **only** if a part number identification placard is obstructing static air source valve port.)*	*8. Corrective Action Taken:*

Mail report to: Wichita Manufacturing Inspection District Office, Mid-Continent Airport, 1801 Airport Road, Room 101, Wichita, Kansas, 67209; or fax to (316) 946-4189

Figure 1

Alternative Methods of Compliance (AMOCs)

(g) 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. Send information to ATTN: Ann Johnson, Aerospace Engineer, FAA, Wichita ACO, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: 316-946-4105; fax: 316-946-4107; e-mail address: ann.johnson@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.

(h) AMOCs approved for AD 2008-10-02 are approved for this AD.

Material Incorporated by Reference

(i) You must use Cessna Single Engine Service Bulletin, SB08-34-02, Revision 1, dated October 6, 2008; Cessna Caravan Service Bulletin CAB08-4, Revision 1, dated October 6, 2008; Cessna Single Engine Service Bulletin SEB08-5, dated October 13, 2008; and Cessna Multi-engine Service Bulletin MEB08-6, dated October 13, 2008, 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 Cessna Aircraft Company, P.O. Box 7704, Wichita, Kansas 67277; telephone: (800) 423-7762 or (316) 517-6056; Internet: http://www.cessna.com.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106; 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.

Issued in Kansas City, Missouri, on December 15, 2008.
Kim Smith,
Manager, Small Airplane Directorate,
Aircraft Certification Service.

2010-18-52 MD Helicopters, Inc.: Amendment 39-16515. Docket No. FAA-2010-1126; Directorate Identifier 2010-SW-078-AD. Supersedes Emergency AD 2010-18-51, Directorate Identifier 2010-SW-076-AD.

Applicability: Model MD900 helicopters, with lower main rotor hub (hub), part number 900R2101008-103, -105, and -107, installed, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To detect a crack in the hub and prevent the failure of the hub and subsequent loss of control of the helicopter, do the following:

(a) Within 4 hours time-in-service, visually inspect the hub for a crack, paying particular attention to the area of the 5 flex beam bolt hole locations. If you find a crack, before further flight, replace the hub with an airworthy hub.

(b) If you find a crack, within 10 days, report the finding to Roger Durbin, Aviation Safety Engineer, FAA, Los Angeles Aircraft Certification Office, Airframe Branch, e-mail Roger.Durbin@faa.gov or fax (562) 627-5210.

(c) 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.

(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, Los Angeles Aircraft Certification Office, FAA, ATTN: Roger Durbin, Aviation Safety Engineer, Airframe Branch, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627-5233, fax (562) 627-5210, for information about previously approved alternative methods of compliance.

(e) The Joint Aircraft System/Component (JASC) Code is 6220: Main Rotor Head.

(f) This amendment becomes effective on December 1, 2010, to all persons except those persons to whom it was made immediately effective by Emergency AD 2010-18-52, issued August 23, 2010, which contained the requirements of this amendment.

Issued in Fort Worth, Texas, on November 5, 2010.
Lance T. Gant,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.

2010-23-16 Empresa Brasileira de Aeronautica S.A. (EMBRAER): Amendment 39-16505; Docket No. FAA-2010-0870; Directorate Identifier 2010-CE-045-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective December 14, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Empresa Brasileira de Aeronautica S.A. (EMBRAER) Model EMB-500 airplanes, serial numbers 50000005 through 50000118, 50000120, 50000122 through 50000126, 50000128, and 50000131, certificated in any category.

Subject

(d) Air Transport Association of America (ATA) Code 36: Pneumatic.

Reason

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

> It has been found the occurrences of failure of the Flow Control Shutoff Valve (FCSOV) in the closed position. Failure of the two valves (left and right) can cause the loss of the pneumatic source, and lead to loss of the cabin pressurization.
>
> Since this condition affects flight safety, a corrective action is required. Thus, sufficient reason exists to request compliance with this AD.

The MCAI requires replacing both FCSOVs with new and improved FCSOVs.

Actions and Compliance

(f) Unless already done, at the next scheduled maintenance check or within 12 months after December 14, 2010 (the effective date of this AD) or within 600 hours time-in-service after December 14, 2010 (the effective date of this AD), whichever occurs first, replace both flow control shutoff valves, part number (P/N) 1300230-13 and P/N 1300230-23, with P/N 1300230-15 and P/N 1300230-25. Do the replacements following EMBRAER Phenom Service Bulletin 500-21-0001, dated December 9, 2009.

FAA AD Differences

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

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4146; 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 AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL–BRAZIL (ANAC) AD No. 2010-08-01, dated September 3, 2010; and EMBRAER Phenom Service Bulletin 500-21-0001, dated December 9, 2009, for related information.

Material Incorporated by Reference

(i) You must use EMBRAER Phenom Service Bulletin 500-21-0001, dated December 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 EMBRAER Empresa Brasileira de Aeronáutica S.A., Phenom Maintenance Support, Av. Brig. Farina Lima, 2170, Sao Jose dos Campos–SP, CEP: 12227-901–P.O. Box: 38/2, BRASIL, telephone: ++55 12 3927-5383; fax: ++55 12 3927-2610; E-mail: reliability.executive@embraer.com.br; Internet: http://www.embraer.com.br.

(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.

Issued in Kansas City, Missouri, on October 29, 2010.
John Colomy,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.

2010-23-17 Various Aircraft: Amendment 39-16506; Docket No. FAA-2010-0522; Directorate Identifier 2010-CE-022-AD.

Effective Date

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

Affected ADs

(b) None.

Applicability

(c) This AD applies to all serial numbers (S/N) of the following aircraft, equipped with a Rotax Aircraft Engines 912 A series engine with a crankcase assembly S/N up to and including S/N 27811, certificated in any category:

Type certificate holder	Aircraft model	Engine model
Aeromot-Industria Mecanico Metalurgica ltda	AMT–200	912 A2
Diamond Aircraft Industries	HK 36 R "SUPER DIMONA"	912 A
Diamond Aircraft Industries GmbH	HK 36 TS	912 A3
	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 or 912 A3

Subject

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

Reason

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

> This Airworthiness Directive (AD) results from reports of cracks in the engine crankcase. Austro Control GmbH (ACG) addressed the problem by issuing AD No 107R3 which was superseded by ACG AD A-2004-01.

The present AD supersedes the ACG AD A-2004-01. On one hand, introduction by Rotax of an optimized crankcase assembly has permitted to reduce applicability of the new AD, when based on engines' serial numbers (s/n). On the other hand, applicability is extended for some engines that may have been fitted with certain crankcase s/n, supplied as spare parts.

In addition, accomplishment instructions given through the relevant Service Bulletins (SB) have been detailed to better locate engine's areas that are to be scrutinised.

The aim of this AD is to ensure that the requested engine power is available at any time to prevent a sudden loss of power that could lead to a hazardous situation in a low altitude phase of flight.

The MCAI requires inspecting certain crankcases for cracks and replacing the crankcase if cracks are found.

Actions and Compliance

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

(1) Within the next 50 hours time-in-service (TIS) after December 22, 2010 (the effective date of this AD), inspect the engine crankcase for cracks following Rotax Aircraft Engines Service Bulletin SB-912-029 R3, dated July 11, 2006. Repetitively thereafter do the inspection at each 100-hour, annual, or progressive inspection or within 110 hours TIS since last inspection, whichever occurs first.

(2) If cracks in the engine crankcase are found during any inspection required by paragraph (f)(1) of this AD, before further flight, replace the crankcase following Rotax Aircraft Engines Service Bulletin SB-912-029 R3, dated July 11, 2006.

(3) Installing a crankcase that has a S/N above 27811 terminates the inspection requirements of paragraph (f)(1) of this AD.

Note 1: The service information is a combined service bulletin for both the 912 type (Service Bulletin SB-912-029 R3, dated July 11, 2006) and 914 type (Service Bulletin SB-914-018, Revision 3, dated July 11, 2006) engines. This AD does not reference Service Bulletin SB-914-018, Revision 3, dated July 11, 2006, because this AD does not apply to the 914 series engines. This unsafe condition for the 914 type engines is the subject of AD 2010-20-23.

FAA AD Differences

Note 2: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

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

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

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

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

Special Flight Permit

(h) We are limiting the special flight permits for this AD by the following conditions if the crankcase is cracked or there is evidence of oil leakage from the crankcase:

(1) Perform a leak check as follows:

(i) Clean the crankcase surface to remove any oil.

(ii) Warm up the engine to a minimum oil temperature of 50 degrees C (120 degrees F). Information about warming up the engine can be found in the applicable line maintenance manual.

(iii) Accelerate the engine to full throttle and stabilize at full throttle speed for a time period of 5 to 10 seconds. Information about performing a full throttle run can be found in the applicable line maintenance manual.

(iv) Shutdown after running the engine at idle only long enough to prevent vapor locks in the cooling system and fuel system.

(v) Inspect the crankcase for evidence of oil leakage. Oil wetting is permitted, but oil leakage of more than one drip in 3 minutes after engine shutdown is not allowed.

(2) Check the crankcase mean pressure to confirm that it is 1.46 pounds-per-square inch gage (psig) (0.1 bar) or higher when checked at takeoff power to ensure proper return of oil from the crankcase to the oil tank. Information about checking crankcase mean pressure is available in the Lubrication System section of the applicable engine installation manual.

(3) A ferry flight is not allowed if oil leakage exceeds one drip in 3 minutes or if crankcase mean pressure is below 1.46 psig.

Related Information

(i) Refer to MCAI EASA AD No.: 2007-0025, dated February 1, 2007, for related information.

Material Incorporated by Reference

(j) You must use Rotax Aircraft Engines Service Bulletin SB-912-029 R3, dated July 11, 2006, 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 BRP-Powertrain GMBH & Co KG, Welser Strasse 32, A-4623 Gunskirchen, Austria; phone: (+43) (0) 7246 601-0; fax: (+43) (0) 7246 6370; Internet: http://www.rotax.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.

Issued in Kansas City, Missouri, on November 1, 2010.

John Colomy,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.

2010-23-22 Eurocopter France: Amendment 39-16512. Docket No. FAA-2010-1125; Directorate Identifier 2008-SW-40-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective on December 1, 2010.

Other Affected ADs

(b) None.

Applicability

(c) This AD applies to Model AS332L2 helicopters, certificated in any category, with a freewheel shaft, part number (P/N) 332A32-2190-25, with No. 1 and No. 2 serial numbered shafts installed on a main gearbox (MGB) main reduction gear module (main module), with a P/N and serial number (S/N), as listed in the following table.

Table: MGB main modules, with:

No. 1 and No. 2 Freewheel Shaft S/N	Installed on Main Module P/N & S/N
M1608, M945	332A32-3011-03M and M2062
M1078, M1087	332A32-3011-03M and M2088
M1272, M1273	332A32-3011-03M and M2104
M1688, M974	332A32-3011-03M and M2016
M1231, M937	332A32-3011-03M and M2079
M1115, M635	332A32-3011-03M and M4001
M1159, M907	332A32-3011-03M and M4004
M1124, M486	332A32-3011-01M and M2044

Reason

(d) The MCAI AD states that a hard landing occurred during in-flight engine failure (one engine inoperative (OEI)) training. An examination of the main gearbox (MGB) revealed the failure of the right-hand freewheel unit was due to excessive wear on some of its components. The MCAI AD prohibits engine failure OEI training with helicopters on which certain MGB modules with certain freewheel shafts are installed and mandates the replacement of those modules. The actions are intended to prevent failure of certain freewheel units, loss of power to the main rotor system, and subsequent loss of control of the helicopter.

Actions and Compliance

(e) Before further flight, unless already accomplished, insert the following limitation into the Limitations section of the Rotorcraft Flight Manual (RFM): "Engine failure (one-engine inoperative (OEI)) training is prohibited." You may comply with this requirement by making pen and ink changes to the Limitations section of the RFM or by inserting a copy of this AD into the Limitations section of the RFM.

(f) Within 40 hours time-in-service (TIS) or if an engine in-flight shut down occurs, whichever occurs first, replace the MGB main module with an airworthy main module that does not have a freewheel shaft S/N listed in the applicability of this AD.

(g) After complying with paragraph (f) of this AD, remove the limitation required by paragraph (e) of this AD from the RFM.

Differences Between This AD and the MCAI AD

(h) We refer to flight hours as hours TIS. We require replacing each MGB module, listed in the applicability of this AD, within 40 hours TIS rather than using 40 hours TIS for some parts and 200 hours TIS for other parts. Also, we do not use the dates listed in the MCAI AD because those dates have passed.

Other Information

(i) Alternative Methods of Compliance (AMOCs): The Manager, Safety Management Group, FAA, ATTN: Eric Haight, Aviation Safety Engineer, Rotorcraft Directorate, Regulations and Policy Group, Fort Worth, Texas 76193-0111, telephone (817) 222-5204, 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

(j) European Aviation Safety Agency (EASA) MCAI AD No. 2007-0312-E, dated December 21, 2007, and Eurocopter Emergency Alert Service Bulletin No. 01.00.74, dated December 20, 2007, contain related information.

Joint Aircraft System/Component (JASC) Code

(k) The JASC Code is 6300: Limitations–Main Rotor Drive System.

Issued in Fort Worth, Texas, on November 1, 2010.
Kim Smith,
Manager, Rotorcraft Directorate,
Aircraft Certification Service.

2010-23-23 Eurocopter France: Amendment 39-16513; Docket No. FAA-2010-0670; Directorate Identifier 2009-SW-42-AD.

Effective Date

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

Other Affected ADs

(b) None.

Applicability

(c) This AD applies to Model SA330F, G, J, and AS332C, L, L1, and L2 helicopters, certificated in any category.

Reason

(d) The mandatory continuing airworthiness information (MCAI) AD states that EASA received a report of a rear hinged door on a Model AS332L1 helicopter opening in flight without loss of the door. Examinations revealed incorrect positioning of a door catch that resulted in incorrect locking and uncontrolled opening of the door. This condition, if not detected and corrected, can lead to the loss of the hinged door in flight, damage to the main or tail rotor blades, and subsequent loss of control of the helicopter.

Actions and Compliance

(e) Required as indicated:

(1) Within the next 220 hours time-in-service (TIS) or 6 months, whichever occurs first, unless done previously, inspect the position of each upper and lower door catch:

(i) As depicted in Figures 1 through 4 and by following the Accomplishment Instructions, Table 1 of paragraph 2.B.2., of Alert Service Bulletin (ASB) No. 52.13, dated December 1, 2008 (ASB 52.13) for the Model SA330F, G, and J helicopters, or

(ii) As depicted in Figures 1 through 5 and by following the Accomplishment Instructions, Table 1 of paragraph 2.B.2. of ASB No. 52.00.38, dated December 1, 2008 (ASB 52.00.38) for the Model AS332C, L, L1, and L2 helicopters.

(2) Before further flight, replace each improperly positioned catch by following the Accomplishment Instructions, paragraphs 2.B.3. and 2.B.4., of ASB 52.13 or ASB 52.00.38, as appropriate for your model helicopter.

(3) Before further flight, adjust each micro-switch, and conduct a functional test of the hinged-door indicating system:

(i) By following the Accomplishment Instructions, paragraph 2.B.5. and 2.B.6., of ASB 52.13, for the Model SA330F, G, and J helicopters, or

(ii) By following the Accomplishment Instructions, paragraph 2.B.5.a. through 2.B.5.b. of ASB 52.00.38 for the Model AS332C, L, L1, and L2 helicopters.

Differences Between This AD and the MCAI AD

(f) We refer to flight hours as hours TIS. This AD does not apply to the Model AS332C1 because that model is not FAA type certificated.

Other Information

(g) Alternative Methods of Compliance (AMOCs): The Manager, Safety Management Group, ATTN: DOT/FAA Southwest Region, Gary Roach, ASW-111, Aviation Safety Engineer, Rotorcraft Directorate, Regulations and Guidance Group, 2601 Meacham Blvd, Fort Worth, Texas 76137, telephone (817) 222-5130, 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 MCAI AD No. 2009-0015, dated January 21, 2009, contains related information.

Joint Aircraft System/Component (JASC) Code

(i) The JASC Code is 5200: Doors.

Material Incorporated by Reference

(j) You must use the specified portions of Eurocopter Alert Service Bulletin No.52.00.38 or No. 52.13, both dated December 1, 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 1, 2010.
Kim Smith,
Manager, Rotocraft Directorate,
Aircraft Certification Service.

2010-23-24 Sikorsky Aircraft Corp.: Amendment 39-16514; Docket No. FAA-2010-0490; Directorate Identifier 2010-SW-037-AD.

Applicability: Model S-70A and S-70C helicopters with a tail gearbox output bevel gear (gear), part number 70358-06620, certificated in any category.

Compliance: Required as indicated.

To prevent a tail rotor separating, loss of tail rotor control, and subsequent loss of control of the helicopter, do the following:

(a) Within 500 hours time-in-service (TIS), unless accomplished previously, and thereafter at intervals not to exceed 500 hours TIS, remove the tail rotor servo control and pitch beam shaft, and using a Level II Ultrasonic Testing Technician or equivalent, ultransonic inspect the gear for a crack. Ultrasonic inspect the gear by following paragraphs A.(5)a. through A(5)n. of Special Service Instructions No. 70-121A, Revision A, dated May 21, 2009. If you find a crack, before further flight, replace the gear with an airworthy gear.

(b) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Boston Aircraft Certification Office, FAA, Attn: Michael Schwetz, Aviation Safety Engineer, Boston Aircraft Certification Office, 12 New England Executive Park, Burlington, MA 01803, telephone (781) 238-7761, fax (781) 238-7170, for information about previously approved alternative methods of compliance.

(c) The Joint Aircraft System/Component (JASC) Code is 6520: Tail rotor gearbox.

(d) The inspections shall be done in accordance with the specified portions of Sikorsky Special Service Instructions No. 70-121A, Revision A, dated May 21, 2009. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Sikorsky Aircraft Corporation, Attn: Manager, Commercial Technical Support, mailstop s581a, 6900 Main Street, Stratford, CT, telephone (203) 383-4866, e-mail address tsslibrary@sikorsky.com, or at http://www.sikorsky.com. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

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

Issued in Fort Worth, Texas, on November 1, 2010.
Kim Smith,
Manager, Rotorcraft Directorate,
Aircraft Certification Service.

2010-24-04 Sikorsky Aircraft Corporation: Amendment 39-16522; Docket No. FAA-2010-1136; Directorate Identifier 2010-SW-069-AD. Supersedes AD 2009-23-51; Amendment 39-16190; Docket No. FAA-2010-0066; Directorate Identifier 2009-SW-52-AD.

Applicability: Model S-92A helicopters, with main gearbox (MGB) assembly, part number (P/N) 92351-15000-042, -043, or -044, with MGB housing, P/N 92351-15110-042, -043, -044, -045, or -046, installed, certificated in any category.

Compliance: Required as indicated.

To prevent loss of an MGB and subsequent loss of control of the helicopter, do the following:

(a) Within 10 hours time-in-service (TIS), unless accomplished previously, and thereafter at intervals not to exceed 10 hours TIS, clean and inspect each MGB assembly mounting foot pad and rib for a crack and corrosion in the area depicted in Figure 1 and as shown in the examples in Figures 2, 3, and 4 of Sikorsky Alert Service Bulletin No. 92-63-020, dated September 11, 2009 (ASB). If no crack is found, apply the corrosion preventive compound to each foot pad and rib area.

Note 1: When conducting a visual inspection, use a bright, non-LED light.

(1) If you find a crack, replace the MGB before further flight.

(2) If you find corrosion, bubbled paint, or paint discoloration, before further flight, repair the affected area.

Note 2: Even though MGB assembly, P/N 92351-15000-044, with MGB housing, P/N 92351-15110-046, is not included in the ASB, following the Accomplishment Instructions in the ASB accomplishes the intent of this AD.

(b) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Boston Aircraft Certification Office, ATTN: Michael Schwetz, Aviation Safety Engineer, 12 New England Executive Park, Burlington, MA 01803, telephone (781) 238-7761, fax (781) 238-7170, for information about previously approved alternative methods of compliance.

(c) The Joint Aircraft System/Component (JASC) Code is 6320: Main Rotor Gearbox.

(d) Do the inspections by following the specified portions of Sikorsky Alert Service Bulletin No. 92-63-020, dated September 11, 2009. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51 as of February 19, 2010 (75 FR 5684, February 4, 2010). Copies may be obtained from Sikorsky Aircraft Corporation, Attn: Manager, Commercial Technical Support, mailstop s581a, 6900 Main Street, Stratford, CT, telephone (203) 383-4866, e-mail address tsslibrary@sikorsky.com, or at http://www.sikorsky.com. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas, or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

(e) This amendment becomes effective on December 6, 2010.

Issued in Fort Worth, Texas, on November 9, 2010.
Kim Smith,
Manager, Rotorcraft Directorate,
Aircraft Certification Service.

EMERGENCY AIRWORTHINESS DIRECTIVE

DATE: November 12, 2010
AD #: 2010-24-51

Background

This EAD is prompted by a recent accident that resulted in several fatalities. During the investigation of the accident, a crack was found on the main rotor hub inboard strap fitting (fitting). Subsequently, 4 additional fittings from the same manufacturing lot were inspected and two were found to exhibit the same type of cracking as found on the fitting installed on the helicopter involved in the accident. A cracked fitting could result in failure of the fitting, loss of a main rotor blade, and subsequent loss of control of the helicopter.

Relevant Service Information

We reviewed Bell Alert Service Bulletin No. 212-10-141, dated November 11, 2010 (ASB), which specifies the immediate removal of certain serial-numbered fittings from service. Bell states that they have determined that the fitting may not have been manufactured in accordance with the engineering design requirements and may fracture as a result of the non-conformance. Bell further states that their investigation is ongoing and indicates that fittings serial numbers A-9956 through A-10005 inclusive are affected by the ASB.

FAA's Determination

We are issuing this EAD because we evaluated all the relevant information and determined the unsafe condition described is likely to exist or develop in other products of this same type design.

AD Requirements

This EAD requires, before further flight, removing each affected fitting and replacing it with an airworthy fitting. Any fitting with a part and serial number identified in the Applicability section of this EAD is no longer eligible for installation on any helicopter.

Differences Between This EAD and the Service Information

This EAD differs from the ASB in that we do not require returning parts to Bell.

Authority for this Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices,

methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Pursuant to this Authority delegated to me by the Administrator, we are hereby issuing this Emergency Airworthiness Directive (EAD).

2010-24-51 BELL HELICOPTER TEXTRON, INC.: Directorate Identifier 2010-SW-094-AD.

Effective Date

(a) This Emergency Airworthiness Directive (EAD) is effective upon receipt.

Other Affected ADs

(b) None.

Applicability

(c) This AD applies to Bell Helicopter Textron, Inc. Model 212 helicopters, with a main rotor hub inboard strap fitting (fitting), part number (P/N) 212-010-103-007, S/N 9956 through 10005, with a prefix of "A" installed, certificated in any category.

Unsafe Condition

(d) This EAD is prompted by a crack found on a fitting after a recent accident. Subsequently, 2 additional fittings from the same manufacturing lot were found to have the same type crack. A cracked fitting could result in failure of the fitting, loss of a main rotor blade, and subsequent loss of control of the helicopter.

Compliance

(e) Before further flight, unless accomplished previously, replace each affected fitting with an airworthy fitting. Any fitting with a part and serial number identified in the Applicability section of this EAD is no longer eligible for installation on any helicopter.

Special Flight Permit

(f) A special flight permit will not be issued.

Alternative Methods of Compliance (AMOCs)

(g) The Manager, Rotorcraft Certification Office, FAA, has the authority to approve AMOCs for this EAD, 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 Rotorcraft Certification Office, send it to the attention of the person identified in the Other Information section of this EAD.

Note: Before using any approved AMOC, we request that you notify your appropriate principal inspector, or lacking a principal inspector, your local Flight Standards District Office.

Other Information

(h)(1) For further information about this EAD, contact: Michael Kohner, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Certification Office, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5170, fax (817) 222-5783; e-mail: mike.kohner@faa.gov.

(2) Bell Helicopter Alert Service Bulletin No. 212-10-141, dated November 11, 2010, which is not incorporated by reference, contains additional information about the subject of this EAD.

Subject

(i) The Joint Aircraft System Component Code is: 6220 Main Rotor Hub.

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

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

FAA
Aviation Safety

EMERGENCY AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/

DATE: November 18, 2010
AD #: 2010-24-52

Background

This EAD supersedes EAD 2010-24-51, dated November 12, 2010 (EAD 2010-24-51), and is prompted by the need to expand the applicability of the existing EAD to include the serial-numbered main rotor hub inboard strap fittings (fittings) from an additional manufacturing lot. We issued EAD 2010-24-51 for all Bell Model 212 helicopters, and it requires, before further flight, removing certain serial-numbered fittings and replacing them with airworthy fittings. EAD 2010-24-51 was prompted by a recent accident that resulted in several fatalities. During the investigation of the accident, a crack was found on the fitting. Subsequently, four additional fittings from the same manufacturing lot were inspected and two were found to exhibit the same type of cracking. We issued EAD 2010-24-51 to prevent a cracked fitting, which could result in failure of the fitting, loss of a main rotor blade, and subsequent loss of control of the helicopter.

Actions Since EAD was Issued

Since we issued EAD 2010-24-51, it has been discovered that three additional fittings from a different manufacturing lot have the same type of cracking found on the fitting installed on the Bell Model 212 helicopter that was involved in the accident.

Relevant Service Information

We reviewed Bell Alert Service Bulletin No. 212-10-141, Revision A, dated November 18, 2010 (ASB), which incorporates additional serial numbers (S/Ns) of the affected fittings, and specifies the immediate removal of these subject serial-numbered fittings from service. Bell states they have determined that the fitting may not have been manufactured in accordance with the engineering design requirements and may fracture as a result of the non-conformance. Bell further states that their investigation is ongoing, and indicates that the ASB affects the fitting, part number 212-010-103-007, S/Ns as listed in Table 1 below:

Table 1 Affected S/Ns

A-9956 through A-10005
SH-52, SH-54, SH-55
SH-57 through SH-65
SH-67, SH-69, SH-70, SH-71, SH-73
SH-103, SH-112, SH-113, SH-137, SH-139

FAA's Determination

We are issuing this EAD because we evaluated all the available information and determined the unsafe condition described is likely to exist or develop in other products of this same type design.

Bell is still investigating the cause of these failures and we may issue additional rulemaking to correct this unsafe condition.

AD Requirements

This EAD requires, before further flight, removing each affected fitting and replacing it with an airworthy fitting. Any fitting with a part and S/N identified in the Applicability section of this EAD is no longer eligible for installation on any helicopter.

Differences Between This EAD and the Service Information

This EAD differs from the ASB in that we do not require returning parts to Bell.

Authority for this Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Pursuant to this Authority delegated to me by the Administrator, we are hereby issuing this Emergency Airworthiness Directive (EAD).

2010-24-52 BELL HELICOPTER TEXTRON, INC.: Directorate Identifier 2010-SW-095-AD.

Effective Date

(a) This EAD is effective upon receipt.

Other Affected Ads

(b) This EAD supersedes EAD 2010-24-51, dated November 12, 2010.

Applicability

(c) This EAD applies to Bell Helicopter Textron, Inc. Model 212 helicopters certificated in any category with a main rotor hub inboard strap fitting (fitting), part number 212-010-103-007, serial number (S/N) 9956 through 10005, with a prefix of "A"; and S/N 52, 54, 55, 57 through 65, 67, 69, 70, 71, 73, 103, 112, 113, 137, and 139, with a prefix of "SH"; installed.

Unsafe Condition

(d) This EAD is prompted by a crack found on a fitting after a recent accident. Subsequently, five additional fittings from two different manufacturing lots were found to have the same type crack. A cracked fitting could result in failure of the fitting, loss of a main rotor blade, and subsequent loss of control of the helicopter.

Compliance

(e) Before further flight, unless accomplished previously, replace each affected fitting with an airworthy fitting. Any fitting with a part and serial number identified in the Applicability section of this EAD is no longer eligible for installation on any helicopter.

Special Flight Permit

(f) A special flight permit will not be issued.

Alternative Methods of Compliance (AMOCs)

(g) The Manager, Rotorcraft Certification Office, FAA, has the authority to approve AMOCs for this EAD, 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 Rotorcraft Certification Office, send it to the attention of the person identified in the Other Information section of this EAD.

Note: Before using any approved AMOC, we request that you notify your appropriate principal inspector, or lacking a principal inspector, your local Flight Standards District Office.

Other Information

(h)(1) For further information about this EAD, contact: Michael Kohner, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Certification Office, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5170, fax (817) 222-5783; e-mail: mike.kohner@faa.gov.

(2) Bell Helicopter Alert Service Bulletin No. 212-10-141, Revision A, dated November 18, 2010, which is not incorporated by reference, contains additional information about the subject of this EAD.

Subject

(i) The Joint Aircraft System Component Code is: 6220 Main Rotor Hub.

Issued in Fort Worth, Texas, on November 19, 2010.
Lance T. Gant,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.