



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

BIWEEKLY 2011-22

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

U.S. Department of Transportation
Federal Aviation Administration
Regulatory Support Division
Delegation and Airworthiness Programs Branch, AIR-140
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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;			
Biweekly 2011-01			
2010-17-18 R1	R	Air Tractor	AT-802 and AT-802A
2010-22-08	COR	Eurocopter France	Rotorcraft: AS 350 B, BA, B1, B2, B3, and D, and Model AS355 E, F, F1, F2, and N
2010-26-04		Piper	PA-28-161
2010-26-09		Sikorsky	Rotorcraft: S-76A, B, and C
2010-26-11		Kaman Aerospace	Rotorcraft: K-1200
2011-01-52	E	Schweizer	Rotorcraft: 269A, A-1, B, C, C-1, and Th-55 series
2011-01-53	E	Piaggio	P-180
	S 2011-01-51		
Biweekly 2011-02			
2010-24-05	COR	Pratt & Whitney Canada	Engine: PW305A and PW305B
2010-26-54		Cessna	LC41-550FG, LC42-550FG
2011-01-03		GROB-WERKE	G102 ASTIR CS, G102 CLUB ASTIR III, G102 CLUB ASTIR IIIb, G102 STANDARD ASTIR III
2011-01-04		Embraer	EMB-500
2011-02-04		M7 Aerospace LP	SA26-AT, SA26-T, SA226-AT, SA226-T, SA226-T(B), SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, SA227-DC (C-26B), and SA227-TT
Biweekly 2011-03			
2011-01-53	S 2011-01-51	Piaggio Aero Industries	P-180
2011-02-02	S 2008-19-06	Socata	TBM 700
2011-02-08		Aircraft Industries	Glider: L 23 Super Blanik
Biweekly 2011-04			
2011-01-14	S 2005-17-01	Pilatus	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
2011-01-53	COR	Piaggio Aero Industries	P-180
	S 2011-01-51		
2011-03-04	S 2009-09-09	Cessna	LC40-550FG (300), LC41-550FG (400), and LC42-550FG (350)
2011-03-05	S 2007-11-03	Dornier Luftfahrt GmbH	Dornier 228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, Dornier 228-202, and Dornier 228-212
Biweekly 2011-05			
2010-17-18 R1		Air Tractor	AT-802 and AT-802A
2011-05-01		Piaggio Aero Industries	P-180
2011-05-02		Viking Air Limited	DHC-3
2011-05-06		Thielert	Engine: TAE 125-02-99 and TAE 125-02-114 reciprocating
2011-05-51	E	Turbomeca	Engine: 1E2, 1S, and 1S1 turboshaft
Biweekly 2011-06			
2010-26-51	S 2009-08-03	Bell Helicopter Textron Canada Limited	Rotorcraft: 206A, 206B, 206L, 206L-1, 206L-3, 206L-4, 222, 222B, 222U, 230, 407, 427, and 430
2011-03-02		Eurocopter France	Rotorcraft: SA330F, SA330G, and SA330J
2011-03-03		Bell Helicopter Textron Canada Limited	Rotorcraft: 427
2011-03-06		Eurocopter France	Rotorcraft: AS-365N2, AS 365 N3, and SA-365N1
2011-05-07	S 2008-22-21	Allied Ag Cat Productions	G-164, G-164A, G-164B, G-164B with 73" wing gap, G-164B-15T, G-164B-20T, G-164B-34T, G-164C, G-164D, G-164D with 73" wing gap
2011-05-08	S 2011-05-51	Turbomeca	Engine: Arriel 1E2, 1S, and 1S1 turboshaft
2011-06-01		APEX Aircraft	CAP10 B and CAP10 B
2011-06-06	S 2008-24-07	Eclipse	EA500
Biweekly 2011-07			
2011-05-09		B-N Group Ltd	BN-2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN-2T, and BN-2T-4R
2011-06-07		Eurocopter France	Rotorcraft: EC130 B4
2011-07-03	S 2007-02-12	Reims Aviation S.A.	F406

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Biweekly 2011-08			
2011-06-10	S 99-15-04 R1	Piper Aircraft	PA-46-310P, PA-46-350P, and PA-46R-350T
2011-07-09		Thielert Aircraft Engines GmbH	Engine: TAE 125-01, TAE 125-02-99, and TAE 125-02-114 reciprocating
2011-07-13		CPAC, Inc	112, 112B, 112TC, 112TCA, 114, 114A, 114B, and 114TC
2011-08-01	S 2010-25-51	Bell Helicopter Textron	212
Biweekly 2011-09			
2011-06-02		Cessna	172F, 172G, 172H, 172I, 172K, 172L, 172M, F172F, F172G, F172H, F172K, F172L, F172M, 172N, 172P, F172N, F172P, 172R and 172S
2011-08-06		Honeywell International Inc	LTS101-600A-2, -3, -3A, LTS101-700D-2, LTS101-650B-1, LTS101-650C-3, LTS101-650C-3A, LTS101-750B-1, LTS101-750B-2, LTS101-750C-1, and LTS101-850B-2 turboshaft; and LTP101-600A-1A and LTP101-700A-1A turboprop
2011-09-08		Pacific Aerospace Limited	750XL
Biweekly 2011-10			
2011-04-02	COR	Hamilton Sundstrand Corporation	Propeller: 247F series
2011-09-16		DG Flugzeugbau GmbH	Gliders: DG-808C
2011-09-51	E	Piaggio Aero Industries S.p.A	P-180
Biweekly 2011-11			
2011-06-02	COR	Cessna	172F, 172G, 172H, 172I, 172K, 172L, 172M, F172F, F172G, F172H, F172K, F172L, F172M, 172N, 172P, F172N, F172P, 172R and 172S
2011-09-19		BURKHART GROB LUFT-UND	Glider: G 103 C Twin III SL
2011-09-51	COR	Piaggio Aero Industries S.P.A.	P-180
2011-10-09	S 2011-01-53	Cessna	See AD
2011-10-11	S 87-20-03 R2	Agusta S.p.A.	Rotorcraft: AB412
2011-10-12		Eurocopter France	Rotorcraft: AS350B, B1, B2, B3, BA, and EC130 B4
2011-10-13		Diamond Aircraft Industries GmbH	DA 42, DA 42-NG, and DA 42 M-NG
2011-11-01		British Aerospace	HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201
Biweekly 2011-12			
2011-11-03		Various Aircraft	See AD
2011-11-04		L'Hotellier	Appliance: Portable Halon 1211 fire extinguisher
2011-11-07		Diamond Aircraft Industries GmbH	DA 42
2011-12-02		Viking Aircraft Limited	DHC-3 (Otter)
2011-12-03		Sikorsky Aircraft Corporation	Rotorcraft: S-92A
Biweekly 2011-13			
2011-12-04		BRP-Powertrain GmbH & Co. KG	Engine: 912 F3, 912 S2, 912 S3, 912, 914 F2, 914 F3, and 914 F4
2011-12-07		Eurocopter France	Rotorcraft: SA-365C, SA-365C1, SA-365C2, SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1
2011-12-08		Bell Helicopter Textron, Inc.	Rotorcraft: 205A, 205A-1, 205B, 212, 412, 412CF, and 412EP
2011-12-10	S 2007-26-12	Robinson Helicopter	Rotorcraft: R22, R22 Alpha, R22 Beta, R22 Mariner, R44 and R44 II

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Biweekly 2011-14			
2011-09-51	COR S 2011-01-53	Piaggio Aero Industries S.P.A.	P-180
2011-13-02		Costruzioni Aeronautiche Tecnam srl	P2006T
2011-13-03		Lycoming Engines and Teledyne Continental Motors	Engine: TSIO-520-BE, TSIO-360-MB, SB, TIO-540-AK1A, L/TSIO-360-RB, TIO-540-AE2A, TSIO-360-H, O-540-L3C5D, TSIO-520-T, L/TO-360-E1A6D, TIO-540-AG1A, TIO-540- AF1A, TIO-540-AF1B, TIO-540-AH1A, TIO-541-E1D4, TIO- 541-E1C4, TIGO-541-E, GTSIO-520-F, GTSIO-520-K, GTSIO- 520-D, GTSIO-520-H
Biweekly 2011-15			
2011-12-16	S 2011-01-52	Schweizer	Rotorcraft: 269A, A-1, B, C; C-1; and TH-55 series
2011-13-05		Turbomeca S.A.	Engine: ARRIEL 2B and 2B1 turboshaft
2011-14-05	S 2010-18-52	MD Helicopters, Inc.	Rotorcraft: MD900
2011-14-08		B/E Aerospace	Appliance: Continuous Flow Passenger Oxygen Mask Assembly
2011-14-09	S 2011-11-03	Various Aircraft	See AD
2011-15-05		Hawker Beechcraft	B300 and B300C (C-12W)
2011-15-51	E	Bell Helicopter Textron Canada	Rotorcraft: 407 and 427
Biweekly 2011-16			
None			
Biweekly 2011-17			
2011-15-10		Superior Air Parts and Lycoming Engines	Engine: See AD
2011-15-11		Cessna	337, 337A (USAF 02B), 337B, 337C, 337D, 337E, T337E, 337F, T337F, 337G, T337G, M337B, F 337E, FT337E, F 337F, FT337F, F 337G, and FT337GP
Biweekly 2011-18			
2009-10-09 R2	R 2009-10-09 R1	Cessna Aircraft Company	150F, 150G, 150H, 150J, 150K, 150L, 150M, A150K, A150L, A150M, F150F, F150G, F150H, F150J, F150K, F150L, F150M, FA150K, FA150L, FA150L or FRA150L, FA150M or FRA150M, 152, A152, F152, FA152
2011-15-11		Cessna	337, 337A (USAF 02B), 337B, 337C, 337D, 337E, T337E, 337F, T337F, 337G, T337G, M337B, F 337E, FT337E, F 337F, FT337F, F 337G, and FT337GP
2011-16-05		Eurocopter France	Rotorcraft: SA-365N and SA-365N1
2011-17-01	S 2010-02-51	Agusta S.p.A.	Rotorcraft: A109A, A109A II, A109C, and A109K2
2011-17-06		SOCATA	TBM 700
2011-17-07		M7 Aerospace LP	SA226-T, SA226-T(B), SA226-TC, SA226-AT
2011-17-13		Eurocopter France	Rotorcraft: EC120B
2011-17-14		Agusta S.p.A.	Rotorcraft: A109A, A109AII
2011-17-15		Embraer	EMB-500
2011-18-51	E	Honeywell International	Engine: TPE331
2011-18-52	E	Agusta S.p.A.	Rotorcraft: AB139 and AW139
Biweekly 2011-19			
2011-18-19	S 2010-23-09	Austro Engine GmbH	Engine: E4 diesel piston
Biweekly 2011-20			
2011-18-07		Wytownia Sprzetu Komunikacyjnego (WSK) PZL- Rzeszow" Spolka Akcyjna (SA)	Engine: WSK PZL-10W series turboshaft
2011-18-09		Lycoming Engines	IO-720-A1B
2011-18-11	S 2011-05-02	Viking Air Limited	DHC-3
2011-20-51	E	Pratt & Whitney Canada	Engine: PT6A-15AG, -27, -28, -34, -34AG, -34B, and -36 series turbo-prop

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Biweekly 2011-21

2009-13-06 R1	R 2009-13-06	Piper Aircraft	See AD
2011-18-51 R1	R 2011-18-51	Honeywell International	Engines: TPE331
2011-19-02		Dowty Propellers	Propellers: R212/4-30-4/22 and R251/4-30-4/49
2011-19-03		General Electric	Engines: CT7-8, CT7-8A, CT7-8A1, CT7-8E, CT7-8F5
2011-21-51	E	Cessna	525C

Biweekly 2011-22

2011-12-02	COR	Viking Aircraft Limited	DHC-3 (Otter)
2011-18-07	COR	Wytownia Sprzetu Komunikacyjnego	Engine: WSK PZL-10W series
2011-20-51		Pratt & Whitney Canada	Engine: PT6A-15AG, -27, -28, -34, -34AG, -34B, and -36 series
2011-21-10		Diamond Aircraft Industries	DA 40
2011-21-16		Diamond Aircraft Industries	Glider: H-36 "DIMONA"
2011-22-51	E	Sikorsky	Rotorcraft: S-70, S-70A, S-70C, S-70C(M), and S-70C(M1)



CORRECTION: [*Federal Register Volume 76, Number 196 (Tuesday, October 11, 2011)*]; Page 62605; www.access.gpo.gov/su_docs/aces/aces140.html]

2011-12-02 Viking Aircraft Limited: Amendment 39-16709; Docket No. FAA-2011-0543; Directorate Identifier 2011-CE-018-AD.

Effective Date

(a) This AD is effective June 2, 2011.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Viking Aircraft Limited Model DHC-3 (Otter) airplanes, all serial numbers, that are:

- (1) equipped with a Honeywell TPE331-10 or -12JR turboprop engine installed per Supplemental Type Certificate (STC) SA09866SC (Texas Turbines Conversions, Inc.); and
- (2) certificated in any category.

Subject

(d) Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code: 11, Placards and Markings.

Unsafe Condition

(e) This AD was prompted by analysis that showed that airspeed limitations for the affected airplanes are not adjusted for the installation of a turboprop engine. We are issuing this AD to prevent the loss of airplane structural integrity due to the affected airplanes being able to operate at speeds that exceed those determined to be safe by the FAA.

Compliance

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

Table 1–Actions, Compliance, and Procedures

Actions	Compliance
<p>(1) Insert the following information into the Limitations section of the airplane flight manual (AFM) or AFM supplement: "Airspeed limitation: VMO = 144 MPH for land/ski plane and VMO = 134 MPH for seaplane."</p> <p>(i) This can be done by inserting this AD into the Limitations section of the AFM or AFM supplement.</p> <p>(ii) Inserting the information into the Limitations section of the AFM or AFM supplement 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.</p>	<p>Before further flight after the effective date of this AD.</p>
<p>(2) Fabricate a placard using letters of at least 1/8-inch in height with the following words: "Maximum certificated operating speed is 144 MPH, VMO speed limit for land/ski plane and 134 MPH, VMO speed limit for seaplane." Install this placard on the airplane instrument panel next to the airspeed indicator within the pilot's clear view.</p>	<p>Within the next 10 hours time-in-service (TIS) after the effective date of this AD.</p>
<p>(3) Modify the airspeed indicator accordingly to reflect the above limitation. Mark the airspeed indicator with a red radial line at 144 MPH for a land/ski plane and/or with a red radial at 134 MPH for a seaplane. This instrument modification must be done by an appropriately rated repair facility.</p> <p>(i) This action eliminates the need for the placard required by paragraph (f)(2) above.</p> <p>(ii) This action can be done instead of the placard requirement in paragraph (f)(2) provided it is done within the next 10 hours TIS after the effective date of this AD.</p>	<p>Within the next 30 days after the effective date of this AD.</p>

Alternative Methods of Compliance (AMOCs)

(g)(1) The Manager, Fort Worth Special Certification Office, 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.

Related Information

(h) For more information about this AD, contact Peter W. Hakala, Aerospace Engineer, FAA Rotorcraft Directorate, Fort Worth Special Certification Office, ASW-190, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; phone: (817) 222-5145; fax: (817) 222-5785; e-mail: peter.w.hakala@faa.gov.

Issued in Kansas City, Missouri, on May 25, 2011.
Earl Lawrence,
Manager, Small Airplane Directorate,
Aircraft Certification Service.



CORRECTION: [*Federal Register Volume 76, Number 200 (Monday, October 17, 2011)*]; Page www.access.gpo.gov/su_docs/aces/aces140.html]64003;

**2011-18-07 WYTWORNIA SPRZETU KOMUNIKACYJNEGO (WSK) PZL-Rzeszow''
SPOLKA AKCYJNA (SA):** Amendment 39-16789; Docket No. FAA-2011-0760; Directorate Identifier 2011-NE-10-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective October 4, 2011.

Affected ADs

(b) None.

Applicability

(c) This AD applies to WSK PZL-10W series turboshaft engines with a fuel metering pump, part number ALRP-5, installed. These engines are installed on, but not limited to, PZL W-3A and PZL W-3AS helicopters.

Reason

(d) The MCAI states that:

An uncommanded engine in-flight shutdown of a PZL-10W has been recently reported. The investigation has shown that the uncommanded engine in-flight shutdown was due to excessive spline wear on the fuel metering pump shaft.

This condition, if not identified and corrected, may lead to further uncommanded in-flight engine shutdowns and consequent emergency landings of the affected helicopters.

We are issuing this AD to prevent uncommanded engine in-flight shutdown and risk to the helicopter.

Actions and Compliance

(e) Within the compliance time indicated in Table 1 of this AD, perform a one time inspection of spline teeth on the fuel metering pump shaft for excessive wear Use WSK Obligatory Bulletin no. E-19W147B/DOA/2010 (this bulletin has no issue date) to do the inspection.

Table 1

Engine configuration at the effective date of this AD	Compliance time for the inspection
(1) Engine fitted with a fuel metering pump that has accumulated greater than or equal to 1 000 hours of engine operation since new or since last overhaul.	Within 25 hours of engine operation after the effective date of this AD.
(2) Engine fitted with a fuel metering pump that has accumulated less than 1 000 hours since new or since last overhaul.	Before accumulating 1,000 hours of engine operation since new or since last overhaul, or within 25 hours of engine operation after the effective date of this AD, whichever is later.

(3) Do not operate any aircraft with an engine fuel metering pump that fails the inspection required by paragraph (e) of this AD.

(4) After the effective date of this AD, do not install any ALRP-5 fuel pump on an engine unless it passes the inspection required by paragraph (e) of this AD.

FAA AD Differences

(f) This AD doesn't require reporting.

Other FAA AD Provisions

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

Alternative Methods of Compliance (AMOCs)

(1) 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.

Paperwork Reduction Act Burden Statement

(2) 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 Airworthiness Directive 2011-0030, dated February 25, 2011.

(i) Contact James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: james.lawrence@faa.gov; phone: (781) 238-7176; fax: (781) 238-7199, for more information about this AD.

Material Incorporated by Reference

(j) You must use WYTWORNIA SPRZETU KOMUNIKACYJNEGO Obligatory Bulletin No. E-19W147B/DOA/2010 (this bulletin has no issue date), 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 WYTWORNIA SPRZETU KOMUNIKACYJNEGO PZL-Rzeszow" S.A. Hetmanska 120 35-078 RZESZOW; Poland; phone: (0-17) 8546100, 8546200, fax: (0-17) 8620750.

(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 August 18, 2011.

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



2011-20-51 Pratt & Whitney Canada: Amendment 39-16843; Docket No. FAA-2011-1038; Directorate Identifier 2011-NE-31-AD.

(a) Effective Date

This AD is effective November 1, 2011 to all persons except those persons to whom it was made immediately effective by Emergency AD 2011-20-51, issued on September 15, 2011, which contained the requirements of this amendment.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pratt & Whitney Canada PT6A-15AG, -27, -28, -34, -34AG, -34B, and -36 series turboprop engines that have had maintenance done to the power section module involving first stage reduction sun gear replacement since February 3, 2010, and having a Timken Alcor Aerospace Technologies, Inc. (TAATI) part manufacturer approval (PMA) replacement first stage reduction sun gear, part number (P/N) E3024765, serial numbers (S/Ns) PC5-091 through PC5-176, installed.

(d) Unsafe Condition

This AD was prompted by failures of certain first stage reduction sun gears, manufactured by TAATI. We are issuing this AD to prevent failure of the shaft portion of the sun gear, which will result in an engine in-flight shut down, possible uncontained engine failure, aircraft damage, and serious injuries.

(e) Compliance

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

(f) For affected engines, remove the PMA replacement TAATI first stage reduction sun gear and the interacting planet gears from the propeller reduction gearbox assembly within 15 operating hours or 15 days after the effective date of this AD, whichever occurs first.

(g) Installation Prohibition

After the effective date of this AD, do not install on any airplane, any engine or power section module with a TAATI PMA replacement first stage reduction sun gear, P/N E3024765, S/Ns PC5-091 through PC5-176.

(h) Alternative Methods of Compliance (AMOCs)

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

(i) Related Information

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

Issued in Burlington, Massachusetts, on October 12, 2011.
Peter A. White,
Manager, Engine & Propeller Directorate,
Aircraft Certification Service.



2011-21-10 Diamond Aircraft Industries GmbH Airplanes Equipped With Supplemental Type Certificate (STC) SA03674AT: Amendment 39-16833; Docket No. FAA-2011-0687; Directorate Identifier 2011-CE-017-AD.

(a) Effective Date

This AD is effective November 16, 2011.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Diamond Aircraft Industries GmbH Model DA 40 airplanes, all serial numbers, that:

(1) Are equipped with vapor cycle system (VCS) cabin air conditioning installed per Premier Aircraft Service STC SA03674AT following DER Services Master Document List MDL-2006-020-1, Revision C, dated February 3, 2009; Revision D, dated April 22, 2009; Revision E, dated May 12, 2010; or Revision F, dated July 6, 2010; and

(2) are certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 2150, Cabin Cooling System.

(e) Unsafe Condition

This AD was prompted by reports of damage around the VCS compressor mounting area found during maintenance inspections. We are issuing this AD to remove the VCS compressor and mount, as a result of excessive wear, which could result in the air conditioner compressor disconnecting in the engine compartment. This condition could result in engine stoppage or additional damage to the engine.

(f) Compliance

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

(g) Required Actions

Within the next 100 hours time-in-service after installation of the VCS installed per STC SA03674AT held by Premier Aircraft Service (originally held by DER Services, Inc.) following DER Services Master Document List MDL-2006-020-1, Revision C, dated February 3, 2009; Revision D, dated April 22, 2009; Revision E, dated May 12, 2010; or Revision F, dated July 6, 2010, or within 30 days after November 16, 2011 (the effective date of this AD), whichever occurs later, do the

following actions following Premier Aircraft Service Work Instruction PAS-WI-MSB-40-2011-001, dated March 4, 2011; and Premier Aircraft Service Mandatory Service Bulletin No. PAS-MSB-40-2011-001, dated March 4, 2011:

- (1) Deactivate the VCS system.
- (2) Pull and collar the compressor breaker and place a placard above the breaker stating "INOP."
- (3) Remove the VCS compressor and associated mounting hardware.
- (4) Revise the airplane weight and balance.

(h) Optional Actions

If all actions in paragraphs (g)(1), (g)(2), (g)(3), and (g)(4) of this AD have been completed, an optional terminating action allows you to reinstall the VCS compressor and reactivate the air conditioning system following Premier Aircraft Service Service Bulletin No. PAS-SB-40-2011-002, dated August 18, 2011; Seamech International Inc. Vapor Cycle Air Conditioning with Automatic Climate Control Instructions for Continued Airworthiness, ASI-772216A, Revision G, dated August 9, 2011; Seamech International Inc. Kit Compressor Mounting, Drawing SII 2216155, Revision D, dated July 21, 2011; and DER Services Installation Instructions Engineering Order EO-2006-020-1, Revision F, dated August 18, 2011.

(i) Special Flight Permit

The compressor drive belt must be cut and removed before the airplane may be moved for one ferry flight to an approved repair facility to comply with the remainder of this AD.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Atlanta 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.

(k) Related Information

For more information about this AD, contact Hal Horsburgh, Aerospace Engineer, FAA, Atlanta ACO, 1701 Columbia Avenue, College Park, Georgia 30337; telephone: (404) 474-5553; fax: (404) 474-5606; e-mail: hal.horsburgh@faa.gov.

(l) Material Incorporated by Reference

(1) You must use the following service information to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51 of the following service information on November 16, 2011:

- (i) Premier Aircraft Service Work Instruction PAS-WI-MSB-40-2011-001, dated March 4, 2011; and
- (ii) Premier Aircraft Service Mandatory Service Bulletin No. PAS-MSB-40-2011-001, dated March 4, 2011.

(2) If you accomplish the optional actions specified by this AD, you must use the following service information to perform those actions. The Director of the Federal Register approved the incorporation by reference (IBR) of the following service information on November 16, 2011:

(i) Premier Aircraft Service Service Bulletin No. PAS-SB-40-2011-002, dated August 18, 2011;

(ii) Seamech International Inc. Vapor Cycle Air Conditioning with Automatic Climate Control Instructions for Continued Airworthiness, ASI-772216A, Revision G, dated August 9, 2011;

(iii) Seamech International Inc. Kit Compressor Mounting, Drawing SII 2216155, Revision D, dated July 21, 2011;

(iv) DER Services Installation Instructions Engineering Order EO-2006-020-1, Revision F, dated August 18, 2011.

(3) For service information identified in this AD, contact Premier Aircraft Service, 5540 NW 23 Avenue Hangar 14, Ft. Lauderdale, FL 33309, telephone: (954) 771-0411; fax: (954) 334-1489; Internet: <http://www.flypas.com>.

(4) 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.

(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.

Issued in Kansas City, Missouri, on October 3, 2011.

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



2011-21-16 Diamond Aircraft Industries: Amendment 39-16839; Docket No. FAA-2011-0811; Directorate Identifier 2011-CE-026-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective November 23, 2011.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Diamond Aircraft Industries Model H-36 "DIMONA" powered sailplanes, all serial numbers, certificated in any category.

(d) Subject

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

(e) Reason

The mandatory continuing airworthiness information (MCAI) states:

A report has been received of a failed air brake control system torsion tube on a Diamond (formerly Hoffman) H 36 powered sailplane. The results of the subsequent investigation show that the failure was due to corrosion damage.

This condition, if not detected and corrected, may lead to failure of the air brake control system in flight, resulting in reduced control of the aeroplane.

To address this unsafe condition, Diamond published Mandatory Service Bulletin (MSB) 36-105, containing instructions to test and inspect the air brake control system torsion tube for corrosion damage and, depending on findings, the application of anticorrosive agent to the inside of the torsion tube, or replacement of the torsion tube with a serviceable part.

For the reasons described above, this new AD requires repetitive tests and inspections of the air brake control system torsion tube and applicable corrective actions, depending on findings.

(f) Actions and Compliance

Unless already done, do the following actions:

(1) Within the next 6 months after November 23, 2011 (the effective date of this AD), remove, test, and inspect the air brake control system torsion tube for corrosion damage following Diamond Aircraft Industries GmbH Work Instruction WI-MSB 36-105, dated April 21, 2011, as specified in Diamond Aircraft Industries GmbH Service Bulletin No. MSB 36-105/1, dated May 2, 2011.

(2) If corrosion damage is found during the inspection required in paragraph (f)(1) of this AD or during any repetitive inspection required in paragraphs (f)(2) and (f)(3) of this AD, before further flight after the inspection in which corrosion damage is found, replace the affected torsion tube with a serviceable part. Before installation, apply an anticorrosive agent to the inside of the torsion tube. Do these required actions following Diamond Aircraft Industries GmbH Work Instruction WI-MSB 36-105, dated April 21, 2011, as specified in Diamond Aircraft Industries GmbH Service Bulletin No. MSB 36-105/1, dated May 2, 2011. After replacement, repetitively thereafter at intervals not to exceed 60 months, remove, test, and inspect the newly installed air brake control system torsion tube for corrosion damage following the procedures specified in paragraph (f)(1) of this AD.

(3) If no corrosion damage is found during the inspection required in paragraph (f)(1) of this AD or during any repetitive inspection required in paragraphs (f)(2) and (f)(3) of this AD, before reinstalling the torsion tube, apply an anticorrosive agent to the inside of the torsion tube. Do these required actions following Diamond Aircraft Industries GmbH Work Instruction WI-MSB 36-105, dated April 21, 2011, as specified in Diamond Aircraft Industries GmbH Service Bulletin No. MSB 36-105/1, dated May 2, 2011. Repetitively thereafter at intervals not to exceed 60 months, remove, test, and inspect the air brake control system torsion tube for corrosion damage following the procedures specified in paragraph (f)(1) of this AD.

(4) As of November 23, 2011 (the effective date of this AD), do not install an air brake control system torsion tube on an affected sailplane unless it has been inspected following the procedures specified in paragraph (f)(1) of this AD, is found to be corrosion free, and an anticorrosive agent has been applied to the inside of the tube as specified in Diamond Aircraft Industries GmbH Work Instruction WI-MSB 36-105, dated April 21, 2011, as specified in Diamond Aircraft Industries GmbH Service Bulletin No. MSB 36-105/1, dated May 2, 2011.

Note 1: Credit will be given for the initial test and inspection required in paragraph (f)(1) of this AD and the corrective actions required in paragraphs (f)(2) and (f)(3) of this AD if already done before November 23, 2011 (the effective date of this AD) following Diamond Aircraft Industries GmbH Service Bulletin No. MSB 36-105, original issue.

(g) FAA AD Differences

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

(h) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Jim Rutherford, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4165; fax: (816) 329-4090; email: jim.rutherford@faa.gov. Before using any approved AMOC on any sailplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

(3) Reporting Requirements: For any reporting requirement in this AD, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control

Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave., SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

(i) Related Information

Refer to MCAI European Aviation Safety Agency (EASA) AD No. 2011-0110, dated June 16, 2011; Diamond Aircraft Industries GmbH Service Bulletin No. MSB 36-105/1, dated May 2, 2011; and Diamond Aircraft Industries GmbH Work Instruction WI-MSB 36-105, dated April 21, 2011, for related information.

(j) Material Incorporated by Reference

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

(2) Diamond Aircraft Industries GmbH Service Bulletin No. MSB 36-105/1, dated May 2, 2011; and Diamond Aircraft Industries GmbH Work Instruction WI-MSB 36-105, dated April 21, 2011, approved for IBR on November 23, 2011.

(3) For service information identified in this AD, contact Diamond Aircraft Industries GmbH, N.A. Otto-Straße 5, A-2700 Wiener Neustadt, Austria, telephone: +43 2622 26700; fax: +43 2622 26780; E-mail: office@diamond-air.at; Internet: <http://www.diamond-air.at>.

(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.

Issued in Kansas City, Missouri, on October 5, 2011.

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



DATE: October 13, 2011

AD #: 2011-22-51

Emergency airworthiness directive (AD) 2011-22-51 is sent to owners and operators of Sikorsky Aircraft Corporation (Sikorsky) Model S-70, S-70A, S-70C, S-70C(M), and S-70C(M1) helicopters.

Background

This emergency AD was prompted by an accident that resulted from the blockage of the internal oil passages of the intermediate gearbox (IGB). The blockage occurred when a plug was left in the IGB during coating of the IGB housing. The blockage caused insufficient lubrication of the IGB, which overheated, seized-up, and caused a fracture in the output shaft that drives the tail rotor. This condition, if not corrected, could result in loss of tail rotor drive and subsequent loss of control of the helicopter.

Relevant Service Information

We reviewed Sikorsky Alert Service Bulletin No. 70-06-29A, dated October 11, 2011 (ASB). The ASB specifies:

- A one-time borescope inspection of the lubrication passages from the oil scupper to the input and output housing.
- Disassembling the IGB for inspection as an alternative to the borescope inspection.
- Adding an “A” suffix to the serial number of all IGBs that have been inspected.

FAA’s Determination

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

AD Requirements

This AD requires borescope inspecting the IGB for any obstruction in the oil passages. As an alternative to the borescope inspection, this AD allows disassembling the IGB and inspecting the oil passages for any obstruction. If there is any obstruction in any oil passage, replace the IGB with an airworthy IGB before further flight. These actions are required before further flight and must be accomplished in accordance with specified portions of the ASB described previously.

Differences Between This AD and the Service Information

This AD does not apply to the Model H-60 helicopter as it does not have a U.S. type certificate. Also, this AD does not require returning any parts to Sikorsky nor does it require marking the IGB after inspection.

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.

Presentation of the Actual AD

We are issuing this AD under 49 U.S.C. Section 44701 according to the authority delegated to me by the Administrator.

2011-22-51 SIKORSKY AIRCRAFT CORPORATION (Sikorsky): Directorate Identifier 2011-SW-056-AD.

(a) Effective Date

This Emergency AD is effective upon receipt.

(b) Affected ADs

None.

(c) Applicability

Sikorsky Model S-70, S-70A, S-70C, S-70C(M), and S-70C(M1) helicopters with an intermediate gearbox (IGB), part number 70357-06300-044, with 100 or less hours time-in-service since new or overhaul.

(d) Subject

The Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code is 6520: Tail Rotor Gearbox.

(e) Unsafe Condition

This AD was prompted by an accident that resulted from the blockage of the internal oil passages of the IGB. The blockage occurred when a plug installed during coating of the IGB housing was left in the IGB oil passage. The blockage caused insufficient lubrication of the IGB, which overheated, seized-up, and caused a fracture in the output shaft that drives the tail rotor. We are issuing this AD to prevent loss of tail rotor drive and subsequent loss of control of the helicopter.

(f) Compliance

Before further flight, unless accomplished previously.

(g) Required Actions

(1) Borescope inspect the IGB for any obstruction in the oil passages. Borescope inspect in accordance with the following portions of Sikorsky Alert Service Bulletin No. 70-06-29A, dated October 11, 2011 (ASB):

(i) The Accomplishment Instructions, Section 3., paragraphs A.(1) through A.(3)(a);

(ii) Equipment and Materials and Inspection sections of Appendix 1; and

Note 1: This AD does not require returning any parts to Sikorsky.

(iii) Figures 1 through 10 of Appendix 1.

(2) As an alternative to the requirements of paragraph (g)(1) of this AD, disassemble the IGB and inspect the oil passages for any obstruction.

Note 2: Removing any obstruction from the IGB does not make it airworthy.

(3) If there is any obstruction in any oil passage, replace the IGB with an airworthy IGB before further flight.

(h) Special Flight Permit

Special flight permits are prohibited.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Boston 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, we suggest 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.

(j) Related Information

(1) For further information about this AD, contact: Mike Davison, Flight Test Engineer, Boston ACO, FAA, 12 New England Executive Park, phone: (781) 238-7156, fax: (781) 238-7170, e-mail: michael.davison@faa.gov.

(2) For copies of the service information referenced in this AD, contact 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>.

Issued in Fort Worth, Texas, on October 13, 2011.

Jorge R. Castillo,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.