



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

BIWEEKLY 2009-25

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
P. O. Box 26460
Oklahoma City, OK 73125-0460
FAX 405-954-4104

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;

Biweekly 2009-01

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

Biweekly 2009-02

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

Biweekly 2009-03

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

Biweekly 2009-04

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

Biweekly 2009-05

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

Biweekly 2009-06

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

Biweekly 2009-07

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

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AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;			
Biweekly 2009-08			
2006-08-08 R1	R	Air Tractor, Inc.	AT-400, AT-401, AT-401B, AT-402, AT-402A, and AT-402B
2009-07-08		Piper	PA-46-350P and PA46R-350T
2009-07-09		DORNIER Luftfahrt GmbH	228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, Dornier 228-202, and Dornier 228-212
2009-07-13		MD Helicopters, Inc.	Rotorcraft: MD900
2009-07-14		Diamond Aircraft Industries GmbH	DA 40
2009-08-03	S 2007-19-52	Bell Helicopter Textron Canada Limited	Rotorcraft: 206A, 206B, 206L, 206L-1, 206L-3, 206L-4, 222, 222B, 222U, 230, 407, 427, and 430
2009-08-05		Liberty Aerospace Incorporated	XL-2
Biweekly 2009-09			
2009-07-52	FR	Bell Helicopter Textron Canada Limited	Rotorcraft: 206A series, 206B series, and 206L
2009-08-08		Turbomeca	Engine: Arriel 1B, 1D, and 1D1, Arriel 2B, and 2B1
2009-08-09		EADS SOCATA	TBM 700
2009-08-10	S 2009-04-14	Pilatus Aircraft Ltd	PC-12/47E
2009-08-11		Pilatus Aircraft Ltd	PC-12 and PC-12/45
2009-09-51	E	EUROCOPTER FRANCE	Rotorcraft: EC225LP
Biweekly 2009-10			
2009-07-53	FR	Sikorsky Aircraft Corporation	Rotorcraft: S-92A
2009-09-03		Turbomeca S.A.	Engine: Arriel 2B and 2B1
2009-09-04		EADS-PZL	PZL-104 WILGA 80
2009-09-09		Cessna	LC40-550FG, LC41-550FG, LC42-550FG
Biweekly 2009-11			
2009-10-04	S 2007-17-06	Diamond Aircraft	DA 40, DA 40F
2009-10-09		Cessna	See AD
2009-10-14		Hartzell	Propeller: See AD
2009-11-05	S 2008-10-12	Air Tractor, Inc.	AT-400, AT-400A, AT-402A, AT-402B, AT-502, AT-502A, AT-502B, AT-503A, AT-602, AT-802, AT-802A
Biweekly 2009-12			
2009-11-01	S 95-21-12	Eurocopter Deutschland GmbH	Rotorcraft: MBB-BK 117 A-1, A-3, A-4, B-1, B-2, and C-1
2009-11-06		M7 Aerospace LP	SA226-AT, SA226-T, SA226-TC, SA227-AC (C-26A), SA227-AT, SA227-BC (C-26A), SA227-CC, and SA227-DC (C-26B)
2009-11-10		Eurocopter Deutschland GmbH	EC135
2009-12-51	E	Turbomeca S.A.	Engine: Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1
Biweekly 2009-13			
2009-12-01		Bell Helicopter Textron, Inc	See AD
2009-12-07		Agusta S.p.A	Rotorcraft : A109E, A109S, A119, and AW119MKII
2009-12-12		ATR-GIE Avions de Transport Régional	ATR42-500, ATR72-212A
2009-12-14		Aeromot-Industria Mecanico Metalurgica ltda	Glider: AMT-100, AMT-200, AMT-200S, AMT-300
2009-12-15		GROB-Werke	G120A
2009-12-16		Dornier Luftfahrt GmbH	228-100, 228-101, 228-200, 228-201, 228-202, 228-212
2009-13-01		Sikorsky	Rotorcraft: S-92A
2009-13-04		Dornier Luftfahrt GmbH	228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, Dornier 228-202, and Dornier 228-212
2009-13-05		Socata	TBM 700
2009-13-06		Piper	See AD

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Biweekly 2009-14			
2009-12-51	FR	Turbomeca S.A	Arriel 1A1, 1A2, 1B, 1C, 1C1, 1C2, 1D, 1D1, 1E2, 1K1, 1S, and 1S1
2009-13-10		British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200 and 3101, and Jetstream Model 3201
2009-14-01		Turbomeca S.A	Arrius 2F
Biweekly 2009-15			
2009-14-10	S 2009-09-04	EADS-PZL Warszawa-Okecie S.A.	PZL-104 WILGA 80
2009-14-11		Turbomeca S.A.	Engine: ARRIUS 2F
2009-14-13	S 2003-14-07	Pilatus Aircraft Ltd	PC-12, PC-12/45, PC-12/47, PC-12/47
2009-15-01		Hawker Beechcraft Corporation	G36
2009-15-05		Cessna Aircraft Company	208, 208B
Biweekly 2009-16			
2009-03-05	COR	Pratt & Whitney Canada	Engine: PW206A, PW206B, PW206B2, PW206C, PW206E, PW207C, PW207D, and PW207E
2009-15-13		Honeywell International Inc.	Engine: T5313B, T5317A, T5317A-1, T5317B, and T5317BCV
Biweekly 2009-17			
2007-03-17 R1		Socata	TBM 700
2009-15-14		Agusta S.p.A	Rotorcraft: AB139, AW139
2009-15-15		Bell Helicopter Textron Canad	Rotorcraft: 427
2009-16-02		Pilatus Aircraft Limited	PC-7
2009-16-03		Superior Air Parts, Inc. (SAP)	See AD
Biweekly 2009-18			
2009-17-05		Honeywell International Inc.	Engine: TPE331-10 and TPE331-11
2009-18-03	S 2007-19-14	Pilatus Aircraft Ltd.	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
2009-18-04		Air Tractor, Inc.	AT-802, AT-802A
Biweekly 2009-19			
2009-18-17		Agusta S.p.A.	Rotorcraft: AB412 and AB412 EP
Biweekly 2009-20			
2009-19-03	S 2009-13-10	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200 and 3101, and Jetstream Model 3201
2009-19-07		Teledyne Continental Motors	Engine: O-470, IO-470, TSIO-470, IO-520, TSIO-520, IO-550, and IOF-550
2009-19-51	E	Agusta S.p.A.	Rotorcraft: AB 139 and AW 139
Biweekly 2009-21			
2009-19-07	COR	Teledyne Continental Motors	Engine: See AD
2009-20-04		Glaser-Dirks Flugzeugbau Gmbh	Glider: DC-100
2009-20-07		Dornier Luftfahrt GmbH	228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, and Dornier 228-202
2009-20-13		Glaser-Dirks Flugzeugbau Gmbh	Glider: DC-100

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Biweekly 2009-22

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

2007-26-08	R1	Reims Aviation S.A.	F406
2009-10-09	R1	Cessna Aircraft Company	See AD
2009-22-02		American Champion Aircraft Corp	7ECA, 7GCAA, 7GCBC, 7KCAB, 8KCAB, and 8GCBC
2009-22-03		Hartzell Propeller Inc	Propeller: (H)C-(Y)2Y(K,R)-(Y)
2009-22-04		Eurocopter France	Rotorcraft: EC 155B and EC155B1
2009-22-11		Bell Helicopter Textron Canada	Rotorcraft : 407, 427
2009-23-01		Hawker Beechcraft Corporation	1900, 1900C, 1900D
2009-23-51	E	Skionsky Aircraft Corp	Rotorcraft: S-92A

Biweekly 2009-24

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

Biweekly 2009-25

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



2009-24-02 Scheibe-Flugzeugbau GmbH: Amendment 39-16088; Docket No. FAA-2009-0800; Directorate Identifier 2009-CE-041-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective January 4, 2010.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Models Bergfalke-III, Bergfalke-II/55, SF 25C, and SF-26A Standard gliders, all serial numbers, certificated in any category.

Subject

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

Reason

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

The manufacturer has advised of receiving a report of looseness of the drive arm of the mechanical elevator trim tab, found during an annual inspection. This kind of damage is likely caused by penetrated humidity over the years.

If left uncorrected, this condition could lead to the separation of the drive arm which could result in flutter of the elevator and possible loss of control of the aircraft.

For the reasons stated above, this new Airworthiness Directive mandates repetitive inspections for solid fixation of the drive arms of the mechanical elevator trim tabs.

Actions and Compliance

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

- (1) At the next scheduled maintenance inspection after January 4, 2010 (the effective date of this AD) or within the next 12 months after January 4, 2010 (the effective date of this AD), whichever occurs first, inspect the drive arm of the mechanical elevator trim tab for separation of the drive arm following Scheibe Aircraft GmbH Service Bulletin No. 104-24/1; No. 232-6/1; and No.

653-91/1 (same document), dated June 25, 2009. If any looseness is found, before further flight, repair the drive arm of the mechanical elevator trim tab following Scheibe Aircraft GmbH Work Instruction No. 104-24; No. 232-6; and No. 653-91 (same document), dated March 23, 2009.

(2) Repetitively thereafter, at intervals not to exceed every 12 months, inspect the drive arm of the mechanical elevator trim tab and do all corrective actions following Scheibe Aircraft GmbH Service Bulletin No. 104-24/1; No. 232-6/1; and No. 653-91/1 (same document), dated June 25, 2009; and Scheibe Aircraft GmbH Work Instruction No. 104-24; No. 232-6; and No. 653-91 (same document), dated March 23, 2009.

Note 1: The service information references four documents: 104-24 (104-24/1), 232-6 (232-6/1), 653-91 (653-91/1), and 770-30 (770-30/1). This AD does not reference 770-30 (770-30/1) because the Model SF28A Tandem Falke is not type certificated in the United States. 14 CFR part 39 only allows the FAA to issue ADs against type certificated products.

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: Greg Davison, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; 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, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) Refer to MCAI European Aviation Safety Agency (EASA) AD No.: 2009-0132, dated June 23, 2009; Scheibe Aircraft GmbH Service Bulletin No. 104-24/1; No. 232-6/1; and No. 653-91/1 (same document), dated June 25, 2009; and Scheibe Aircraft GmbH Work Instruction No. 104-24; No. 232-6; and No. 653-91 (same document), dated March 23, 2009, for related information.

Material Incorporated by Reference

(i) You must use the service information specified in Table 1 of this AD 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 SCHEIBE AIRCRAFT GMBH/Customer Service, Am Flugplatz 5, 73540 Heubach, Federal Republic of Germany; telephone: + 49 (0) 7173-184286; fax: + 49 (0) 7173-185587; E-mail: info@scheibe-aircraft.de; Internet: <http://www.scheibe-aircraft.de/>.

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

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

Table 1 – Material Incorporated by Reference

Service Information	Pages	Revision	Date
Scheibe Aircraft GmbH Service Bulletin No. 104-24/1; No. 232-6/1; and No. 653-91/1 (same document)	1 and 2	Not Applicable	June 25, 2009
Scheibe Aircraft GmbH Work Instruction No. 104-24; No. 232-6; and No. 653-91 (same document)	1 and 2	Not Applicable	March 23, 2009

Issued in Kansas City, Missouri, on November 10, 2009.

Kim Smith,
Manager, Small Airplane Directorate,
Aircraft Certification Service.



2009-24-03 Vulcanair S.p.A.: Amendment 39-16090; Docket No. FAA-2009-0869; Directorate Identifier 2009-CE-043-AD.

Effective Date

(a) This AD becomes effective on January 4, 2010.

Affected ADs

(b) This AD supersedes AD 85-08-04, Amendment 39-5037.

Applicability

(c) This AD applies to Models P 68, P 68B, P 68C, P 68C-TC, and P 68 "OBSERVER" airplanes, serial numbers 001 through 356, that are certificated in any category.

Unsafe Condition

(d) This AD results from reports of cracks in the front and rear wing spars. We are issuing this AD to detect and correct cracks in the front and rear wing spars, which could result in the wing separating from the airplane. This failure could lead to loss of control.

Compliance

(e) For airplane serial numbers 001 through 328, to address this problem, you must do the following, unless already done:

Actions	Compliance	Procedures
(1) Visually inspect the front and rear wing spars for cracks.	Initially inspect within the next 100 hours time-in-service (TIS) after May 17, 1985 (the effective date of AD 85-08-04), or upon reaching 2,100 hours total TIS, whichever occurs later. Repetitively inspect thereafter at intervals not to exceed 500 hours TIS.	Follow Partenavia Costruzioni Aeronautiche S.p.A Service Bulletin No. 65 Rev. 3, dated September 30, 1985; or Partenavia Costruzioni Aeronautiche S.p.A Service Bulletin No. 65 Rev. 1, dated September 27, 1984.

(2) Repair all cracks found and modify the front and rear wing spars.	Before further flight after any inspection specified in paragraph (e)(1) of this AD where cracks are found. Modification of the front and rear wing spar terminates the repetitive inspection requirements of this AD.	Follow Partenavia Costruzioni Aeronautiche S.p.A Service Bulletin No. 65 Rev. 3, dated September 30, 1985; or Partenavia Costruzioni Aeronautiche S.p.A Service Bulletin No. 65 Rev. 1, dated September 27, 1984.
(3) To terminate the repetitive inspection requirements of this AD, you may modify the front and rear wing spar.	Before further flight after any inspection specified in paragraph (e)(1) of this AD where cracks are not found.	Follow Partenavia Costruzioni Aeronautiche S.p.A Service Bulletin No. 65 Rev. 3, dated September 30, 1985; or Partenavia Costruzioni Aeronautiche S.p.A Service Bulletin No. 65 Rev. 1, dated September 27, 1984.

(f) For airplane serial numbers 329 through 356, to address this problem, you must do the following, unless already done:

Actions	Compliance	Procedures
(1) Visually inspect the front and rear wing spars for cracks.	Initially within the next 100 hours TIS after January 4, 2010 (the effective date of this AD), or upon reaching 2,100 total hours TIS, whichever occurs later. Repetitively inspect thereafter at intervals not to exceed 500 hours TIS.	Follow Partenavia Costruzioni Aeronautiche S.p.A Service Bulletin No. 65 Rev. 3, dated September 30, 1985.
(2) Repair all cracks found and modify the front and rear wing spars.	Before further flight after any inspection specified in paragraph (f)(1) of this AD where cracks are found. Modification of the front and rear wing spar terminates the repetitive inspection requirements of this AD.	Follow Partenavia Costruzioni Aeronautiche S.p.A Service Bulletin No. 65 Rev. 3, dated September 30, 1985.
(3) To terminate the repetitive inspection requirements of this AD, you may modify the front and rear wing spar.	Before further flight after any inspection specified in paragraph (e)(1) of this AD where cracks are not found.	Follow Partenavia Costruzioni Aeronautiche S.p.A Service Bulletin No. 65 Rev. 3, dated September 30, 1985.

Alternative Methods of Compliance (AMOCs)

(g) The Manager, Small Airplane Directorate, 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, ACE-112, FAA, Small Airplane Directorate, 901 Locust,

Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4145; fax: (816) 329-4090. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(h) AMOCs approved for AD 85-08-04 are approved for this AD.

Related Information

(i) To get copies of the service information referenced in this AD, contact Vulcanair S.p.A, Via G. Pascoli, 7, Casoria (Naples) 80026 Italy; telephone: (+39)081.5918111; fax: (+39)081.5918172; e-mail: customerservice@vulcanair.com; Internet: <http://www.vulcanair.com>. To view the AD docket, go to U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590, or on the Internet at <http://www.regulations.gov>.

Material Incorporated by Reference

(j) You must use Partenavia Costruzioni Aeronautiche S.p.A Service Bulletin No. 65 Rev. 3, dated September 30, 1985; or Partenavia Costruzioni Aeronautiche S.p.A Service Bulletin No. 65 Rev. 1, dated September 27, 1984, 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 Vulcanair S.p.A, Via G. Pascoli, 7, Casoria (Naples) 80026 Italy; telephone: (+39)081.5918111; fax: (+39)081.5918172; e-mail: customerservice@vulcanair.com; Internet: <http://www.vulcanair.com>.

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

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

Issued in Kansas City, Missouri, on November 13, 2009.

Margaret Kline,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2009-24-10 Thielert Aircraft Engines GmbH: Amendment 39-16102. Docket No. FAA-2009-0753; Directorate Identifier 2009-NE-31-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective January 4, 2010.

Affected Airworthiness Directives (ADs)

- (b) None.

Applicability

(c) This AD applies to Thielert Aircraft Engines GmbH (TAE) model TAE 125-01 reciprocating engines, excluding engines that have been modified to TAE Design Modification No. 2007-001. These engines are installed in, but not limited to, Diamond Aircraft Industries Model DA42, Piper PA-28-61 (Supplemental Type Certificate (STC) No. SA03303AT), Cessna 172F, 172G, 172H, 172I, 172K, 172L, 172M, 172N, 172P, 172R, 172S, F172F, F172G, F172H, F172K, F172L, F172M, F172N, and F172P (STC No. SA01303WI) airplanes.

Reason

(d) This AD results from mandatory continuing airworthiness information (MCAI) issued by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as:

In-flight engine shutdown incidents were reported on aircraft equipped with TAE-125-01 engines. This was found to be mainly the result of operation over a long time period with broken piston cooling oil nozzles which caused thermal overload of the piston.

We are issuing this AD to prevent engine in-flight shutdown, possibly resulting in reduced control of the aircraft.

Actions and Compliance

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

- (1) Within the next 110 flight hours, or during the next scheduled maintenance, whichever occurs first after the effective date of this AD, inspect the engine and engine oil for any evidence or pieces of broken piston cooling nozzles.

- (2) Use the inspection instructions in Thielert Service Bulletin No. TM TAE 125-0017, Revision 2, dated February 22, 2008, to perform the inspection.

- (3) Thereafter, repetitively inspect the engine and engine oil for any evidence or pieces of broken piston cooling nozzles, within every additional 100 flight hours.

(4) If any evidence of a failed cooling nozzle is found, replace the failed cooling nozzle before further flight.

Alternative Methods of Compliance (AMOCs)

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

Related Information

(g) Refer to European Aviation Safety Agency AD 2008-0016 R1, dated February 22, 2008, and Thielert Aircraft Engines GmbH, Platanenstrasse 14 D-09350, Lichtenstein, Germany, telephone: 37204-696-0; fax: 37204-696-55; e-mail: info@centurion-engines.com, for related information.

(h) Contact Jason Yang, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: jason.yang@faa.gov; telephone (781) 238-7747; fax (781) 238-7199, for more information about this AD.

Material Incorporated by Reference

(i) You must use Thielert Service Bulletin No. TM TAE 125-0017, Revision 2, dated February 22, 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 Thielert Aircraft Engines GmbH, Platanenstrasse 14 D-09350, Lichtenstein, Germany, telephone: 37204-696-0; fax: 37204-696-55; e-mail: info@centurion-engines.com.

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

Issued in Burlington, Massachusetts, on November 18, 2009.

Peter A. White,

Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. E9-28166 Filed 11-25-09; 8:45 am]



2009-24-12 Honeywell International Inc. (Formerly AlliedSignal, Textron Lycoming, and Avco Lycoming): Amendment 39-16104. Docket No. FAA-2008-1019; Directorate Identifier 2007-NE-49-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective January 4, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Honeywell International Inc. models LTS101-600A-2, -600A-3, -600A-3A, -650B-1, -650B-1A, -650C-2, -650C-3, -650C-3A, -750A-1, -750A-3, -750B-1, -750B-2, and -750C-1 turboshaft engines and LTP101-600A-1A and -700A-1A turboprop engines with certain gas generator turbine discs, part number (P/N) 4-111-015-14, installed. These engines are installed on, but not limited to, Eurocopter France AS350, Eurocopter Deutschland GMBH BK117, and Bell Helicopter Textron 222 helicopters; and Page Thrush, Air Tractor AT-302, Industrie Aeronautique e Meccaniche (formerly Piaggio & Co.) P166-DL3, Pacific Aero 08-600, and Riley International R421 airplanes.

Unsafe Condition

(d) This AD results from an error in a change to the engineering drawing for the gas generator turbine disc from which Honeywell manufactured 260 discs. We are issuing this AD to prevent rupture of the gas generator turbine disc, which could result in uncontained engine failure and damage to the aircraft.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Drawdown Schedule and New Reduced Life Limit for Certain Gas Generator Turbine Discs

(f) For model LTS101-600, -650, and -750 series turboshaft engines and model LTP101-600A-1A and -700A-1A turboprop engines that have a gas generator turbine disc serial number (SN) specified in Appendix 1 of Honeywell International Inc. Service Bulletin (SB) LT 101-71-00-0002,

Revision 26, dated April 2, 2008, remove the engine using the drawdown schedule specified in Table 1 of this AD.

Table 1–Drawdown Schedule

Engine Model	If disc cycle count on the effective date of this AD is	Then remove disc
(1) LTS101–600, –650, and –750 series turboshaft engines.	≤(i) Fewer than 4,940 cycles-since-new (CSN).	Before accumulating 5,040 CSN.
	(ii) 4,940 or more CSN.	Within 100 cycles-in-service (CIS).
≤(2) LTP101–600A–1A and –700A–1A turboprop engines.	(i) Fewer than 2,720 CSN.	Before accumulating 2,770 CSN.
	(ii) 2,720 or more CSN.	Within 50 CIS.

Installation Prohibitions

(g) After the effective date of this AD, don't install any model LTS101-600, -650, or -750 series turboshaft engine that has a gas generator turbine disc, P/N 4-111-015-14, with a SN listed in Appendix 1 of Honeywell International Inc. SB LT 101-71-00-0002, Revision 26, dated April 2, 2008; if that disc has 5,040 or more CSN.

(h) After the effective date of this AD, don't install any model LTP101-600A-1A or -700A-1A turboprop engine that has a gas generator turbine disc, P/N 4-111-015-14, with a SN listed in Appendix 1 of Honeywell International Inc. SB LT 101-71-00-0002, Revision 26, dated April 2, 2008; if that disc has 2,770 or more CSN.

Alternative Methods of Compliance

(i) The Manager, Los Angeles Aircraft Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(j) Contact Robert Baitoo, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712-4137; e-mail: robert.baitoo@faa.gov; telephone (562) 627-5245; fax (562) 627-5210, for more information about this AD.

Material Incorporated by Reference

(k) You must use Appendix 1 of Honeywell International Inc. Service Bulletin LT 101-71-00-0002, Revision 26, dated April 2, 2008, to determine the gas generator turbine disc serial numbers affected by this AD. The Director of the Federal Register approved the incorporation by reference of

this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Honeywell International Inc., P.O. Box 52181, Phoenix, AZ 85072-2181; telephone (800) 601-3099 (U.S.A.) or (602) 365-3099 (International); or go to: <https://portal.honeywell.com/wps/portal/aero>, for a copy of this service information. 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 November 18, 2009.

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



2009-24-13 Cessna Aircraft Company: Amendment 39-16105; Docket No. FAA-2009-1096; Directorate Identifier 2009-CE-056-AD.

Effective Date

(a) This AD becomes effective on December 15, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Model 525A airplanes, serial numbers 0001 through 0244, that are certificated in any category.

Subject

(d) Air Transport Association of America (ATA) Code 78: Engine Exhaust.

Unsafe Condition

(e) This AD results from reports of fatigue cracks found in thrust attenuator paddles. We are issuing this AD to detect and correct cracks in the thrust attenuator paddles, which could result in in-flight departure of the thrust attenuator paddles. This failure could lead to rudder and elevator damage and result in loss of control.

Compliance

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

Actions	Compliance	Procedures
(1) Visually inspect the left and right thrust attenuator paddle assemblies to determine if there are any missing, loose, or damaged fasteners and to determine if there are any cracks in the paddle.	Within the next 60 days after December 15, 2009 (the effective date of this AD) or within the next 30 hours time-in-service (TIS) after December 15, 2009 (the effective date of this AD), whichever occurs first. Repetitively inspect thereafter at intervals not to exceed 150 hours TIS.	Follow Cessna Citation Alert Service Letter ASL525A-78-01, Revision 1, dated October 27, 2009.

(2) If you do not find any cracks in the thrust attenuator paddles during any inspection required in paragraph (f)(1) of this AD, install any missing fasteners, and replace any loose or damaged fasteners.	Before further flight after the inspection required in paragraph (f)(1) of this AD. Continue with the repetitive inspections specified in paragraph (f)(1) of this AD.	Follow Cessna Citation Alert Service Letter ASL525A-78-01, Revision 1, dated October 27, 2009.
(3) If cracks are found during any inspection required in paragraph (f)(1) of this AD, do a surface eddy current inspection of the thrust attenuator paddles and the fastener hole(s) to determine the length of the cracks(s).	Before further flight after the inspection required in paragraph (f)(1) of this AD in which cracks are found.	Follow Cessna Citation Alert Service Letter ASL525A-78-01, Revision 1, dated October 27, 2009.
(4) If the cracks identified in paragraph (f)(3) of this AD meet or exceed the limits specified in paragraph 3 of Cessna Citation Alert Service Letter ASL525A-78-01, Revision 1, dated October 27, 2009, replace the thrust attenuator paddle and attachment hardware, as applicable.	<p>(i) If the conditions of paragraph 3.A.(1) of Cessna Citation Alert Service Letter ASL525A-78-01, Revision 1, dated October 27, 2009, are met, replace before further flight after the inspection required in paragraph (f)(3) of this AD. After the replacement, continue with the repetitive inspections specified in paragraph (f)(1) of this AD.</p> <p>(ii) If the conditions of paragraph 3.A.(2) of Cessna Citation Alert Service Letter ASL525A-78-01, Revision 1, dated October 27, 2009, are met, replace within the next 150 hours TIS after the inspection required in paragraph (f)(3) of this AD. After the replacement, continue with the repetitive inspections specified in paragraph (f)(1) of this AD.</p>	Follow Cessna Citation Alert Service Letter ASL525A-78-01, Revision 1, dated October 27, 2009.

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: T.N. Baktha, Aerospace Engineer, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4155; fax: (316) 946-4107. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

Material Incorporated by Reference

(h) You must use Cessna Citation Alert Service Letter ASL525A-78-01, Revision 1, dated October 27, 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 Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, KS 67277; telephone: (316) 517-6000; fax: (316) 517-8500; Internet: <http://www.cessna.com>.

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

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

Issued in Kansas City, Missouri, on November 19, 2009.

Patrick R. Mullen,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2009-24-14 Empresa Brasileira de Aeronáutica S.A. (EMBRAER): Amendment 39-16108;
Docket No. FAA-2009-0870; Directorate Identifier 2009-CE-049-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective January 4, 2010.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to EMB-500 airplanes, serial numbers 50000005, 50000006, 50000008 through 50000036, 50000038 through 50000041, 50000043 through 50000046, 50000048, and 50000053, certificated in any category.

Subject

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

Reason

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

It has been found the possibility of elevator mass balance fasteners becoming slack under certain conditions. The loose of at least two fasteners may lead to an unbalance condition, which may induce flutter on airplane elevators.

The MCAI requires replacement of the nuts of the right and left elevators mass balance fasteners.

Actions and Compliance

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

- (1) Within the next 30 days after January 4, 2010 (the effective date of this AD), replace the nuts of the right-hand (RH) and left-hand (LH) elevators' mass balance fasteners with new ones of self-locking type bearing part number (P/N) MS21043-4. Do the replacements following Phenom by Embraer Service Bulletin No. 500-55-0001, dated July 24, 2009.

- (2) As of 30 days after January 4, 2010 (the effective date of this AD), only install self-locking type nuts, P/N MS21043-4, on the RH and LH elevators' mass balance fasteners.

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, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) Refer to MCAI Agência Nacional de Aviação Civil (ANAC) Brazilian Airworthiness Directive AD No.: 2009-09-01, dated September 3, 2009, and Phenom by Embraer Service Bulletin No. 500-55-0001, dated July 24, 2009, for related information.

Material Incorporated by Reference

(i) You must use Phenom by Embraer Service Bulletin No. 500-55-0001, dated July 24, 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-PO 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 service information incorporated by reference for this AD at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the Central Region, call (816) 329-3768.

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

Issued in Kansas City, Missouri, on November 19, 2009.
Patrick R. Mullen,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2009-24-15 SOCATA: Amendment 39-16109; Docket No. FAA-2009-0886; Directorate Identifier 2009-CE-045-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective January 4, 2010.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to TBM 700 airplanes, serial numbers 434 through 502, and serial numbers 504 and 505, certificated in any category.

Subject

- (d) Air Transport Association of America (ATA) Code 24: Electric Power.

Reason

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

It was noticed on assembly line an elongation of bolts connecting power leads on R700 and R701 shunts. An incorrect tightening torque value is likely to be the cause of the elongation.

This condition, if left uncorrected could lead to heating, electrical arcing or smokes and could result in an in-flight loss of electrical power.

For the reason described above, this Airworthiness Directive (AD) mandates the replacement of the power lead bolts on R700 and R701 shunts.

Actions and Compliance

- (f) Unless already done, within the next 100 hours time-in-service after January 4, 2010 (the effective date of this AD), or within the next 12 months after January 4, 2010 (the effective date of this AD), whichever occurs first, replace the bolts of shunts R700 and R701 following DAHER-SOCATA Mandatory Service Bulletin SB 70-169, dated May 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: Albert Mercado, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4119; 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, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) Refer to MCAI EASA AD No.: 2009-0174, dated August 11, 2009; and DAHER-SOCATA Mandatory Service Bulletin SB 70-169, dated May 2009, for related information.

Material Incorporated by Reference

(i) You must use DAHER-SOCATA Mandatory Service Bulletin SB 70-169, dated May 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 SOCATA, 65921-TARBES Cedex 9, France; telephone: +33 6 07 32 62 24; or SOCATA NORTH AMERICA, INC., North Perry Airport, 7501 South Airport Rd., Pembroke Pines, Florida 33023; telephone: (954) 893-1400; fax: (954) 964-4141; Internet: <http://mysocata.com>.

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

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

Issued in Kansas City, Missouri, on November 19, 2009.
Patrick R. Mullen,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2009-24-16 DG Flugzeugbau GmbH: Amendment 39-16110; Docket No. FAA-2009-1103; Directorate Identifier 2009-CE-053-AD.

Effective Date

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

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Models DG-500MB, DG-808C, and DG-800B gliders, all serial numbers, certificated in any category.

Subject

- (d) Air Transport Association of America (ATA) Code 80: Starting.

Reason

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

Zinc-coated starter ring gears installed on Solo 2625 01 and 2625 02 engines have shown to be prone to cracking. For that reason, AD 2009-0169-E has been published in July 2009.

From that date, collected in-service data have been revealed that painted starter ring gears with lightening holes are also subject to cracks. The reason for these cracks is still unknown at the present time.

As a consequence, Airworthiness Directive (AD) 2009-0225 dated 22 October 2009 had been published to mandate repetitive inspections of zinc-coated starter ring gears as well as painted starter ring gears with lightening holes, and their replacement when cracks are found.

This AD retains the requirements of AD 2009-0225-E which is superseded, and extends the applicability to model DG-808C sailplanes that were inadvertently omitted in the applicability of AD 2009-0225-E. On the other hand, the required actions remain unchanged.

Actions and Compliance

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

(1) Before further flight after December 21, 2009 (the effective date of this AD), and repetitively thereafter before every flight, inspect the installed version of the starter ring gear for cracks following paragraph 2 of the Instructions section of DG Flugzeugbau Technical note No. 800/36, 843/30, Revision 1, dated September 16, 2009.

(2) If, during the inspection required in paragraph (f)(1) of this AD, any crack is found, before further engine operation, replace the starter ring gear following paragraph 3 of the Instructions section of DG Flugzeugbau Technical note No. 800/36, 843/30, Revision 1, dated September 16, 2009.

(3) Within 90 days after December 21, 2009 (the effective date of this AD), replace the starter ring gear following paragraph 3 of the Instructions section of DG Flugzeugbau Technical note No. 800/36, 843/30, Revision 1, dated September 16, 2009. Replacement of the starter ring gear following paragraph 3 of the Instructions section of DG Flugzeugbau Technical note No. 800/36, 843/30, Revision 1, dated September 16, 2009, terminates the repetitive inspection requirement in paragraph (f)(1) of this AD.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows:

Although the MCAI or service information provides for a terminating action as an option, paragraph (f)(3) of this AD requires that you perform the terminating action within 90 days after December 21, 2009 (the effective date of this AD). This is consistent with paragraph 125 of the FAA AD Manual, FAA-IR-M-8040.1B (FAA-AIR-M-8040.1), which states: "The FAA has determined that long-term continued operational safety will be better assured by design changes that remove the source of the problem, rather than by repetitive inspections or other special procedures."

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: Greg Davison, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; 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, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) Refer to MCAI EASA Emergency AD No.: 2009-0239-E, dated November 3, 2009; and DG Flugzeugbau Technical note No. 800/36, 843/30, Revision 1, dated September 16, 2009, for related information.

Material Incorporated by Reference

(i) You must use DG Flugzeugbau Technical note No. 800/36, 843/30, Revision 1, dated September 16, 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 DG Flugzeugbau GmbH, Otto-Lilienthal-Weg 2, 76646 Bruchsal, Federal Republic of Germany; telephone: + 49 (0) 7251 3020140; Fax: +49 (0) 7251 3020149; Internet: <http://www.dg-flugzeugbau.de/index-e.html>; E-Mail: dirks@dg-flugzeugbau.de.

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

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

Issued in Kansas City, Missouri on November 18, 2009.

Patrick R. Mullen,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2009-25-01 Hawker Beechcraft Corporation: Amendment 39-16118; Docket No. FAA-2009-0797; Directorate Identifier 2009-CE-032-AD.

Effective Date

(a) This AD becomes effective on January 8, 2010.

Affected ADs

(b) This AD supersedes AD 91-18-19, Amendment 39-8022.

Applicability

(c) This AD applies to the following airplane models and serial numbers that are certificated in any category:

(1) Group 1 Airplanes (retains the actions and applicability from AD 91-18-19):

Model	Serial Numbers (SNs)
58, 58A	TH-733 through TH-1609
58P, 58PA	TJ-3 through TJ-497
58TC, 58TCA	TK-1 through TK-151
95-B55, 95-B55A	TC-1947 through TC-2456
A36	E-825 through E-2578
B36TC	EA-242 and EA-273 through EA-509
E55, E55A	TE-1078 through TE-1201
F33A	CE-634 through CE-1536
V35B	D-9862 through D-10403

(2) Group 2 Airplanes (aligns certain SNs applicability to Models A36TC airplanes):

Model	SNs
A36TC	EA-1 through EA-241 and EA-243 through EA-272

Unsafe Condition

(d) This AD results from reports of incorrect washers installed in the pilot and copilot shoulder harnesses on certain Beech 33, 35, 36, 55, 58, and 95 series airplanes. We are issuing this AD to detect and correct an incorrect washer installed in the pilot and copilot shoulder harnesses. This incorrect part could result in a malfunctioning shoulder harness. Such a malfunction could lead to occupant injury.

Compliance

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

Actions	Compliance	Procedures
(1) Inspect the washers on the “D” ring of the pilot and copilot shoulder harnesses for correct metal, inner and outer diameter, and thickness.	(i) <u>For Group 1 Airplanes</u> : Within the next 100 hours time-in-service (TIS) after October 21, 1991 (the effective date of AD 91-18-19). (ii) <u>For Group 2 Airplanes</u> : Within the next 100 hours TIS after January 8, 2010 (the effective date of this AD).	Follow Beechcraft Mandatory Service Bulletin No. 2394, dated December 1990.
(2) If you find, as a result of the inspection required by paragraph (e)(1) of this AD, any washer does not meet the criteria for correct metal, inner and outer diameter, and thickness, replace the incorrect washer with part number 100951X060YA washer.	Before further flight, after the inspection required by paragraph (e)(1) of this AD.	Follow Beechcraft Mandatory Service Bulletin No. 2394, dated December 1990.

Alternative Methods of Compliance (AMOCs)

(f) 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: Steve Potter, Aerospace Engineer, ACE-118W, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4124; fax: (316) 946-4107. 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.

(g) In reviewing the docket and project files, we found no AMOCs submitted for AD 91-18-19. Since there are no AMOCs approved for AD 91-18-19 to approve for this AD, transfer of AMOCs to this AD does not apply.

Material Incorporated by Reference

(h) You must use Beechcraft Mandatory Service Bulletin No. 2394, dated December 1990, to do the actions required by this AD, unless the AD specifies otherwise. AD 91-18-19 (56 FR 42224; August 27, 1991), which is superseded by this airworthiness directive, incorporated this service information by reference as Beech Service Bulletin No. 2394, dated December 1990.

(1) On October 21, 1991 (56 FR 42224, August 27, 1991), the Director of the Federal Register approved the incorporation by reference of Beechcraft Mandatory Service Bulletin No. 2394, dated December 1990, under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Hawker Beechcraft Corporation, P.O. Box 85, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140; Internet: <http://pubs.hawkerbeechcraft.com>.

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

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

Issued in Kansas City, Missouri, on November 20, 2009.

Margaret Kline,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2009-25-02 Twin Commander Aircraft LLC: Amendment 39-16119; Docket No. FAA-2009-0778; Directorate Identifier 2009-CE-040-AD.

Effective Date

(a) This AD becomes effective on January 8, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the following airplane models and serial numbers that are certificated in any category:

Models	Serial Nos. (S/Ns)
690	All S/Ns
690A	All S/Ns except 11195 and 11279.
690B	All S/Ns except 11361, 11383, 11527, and 11536.

Unsafe Condition

(d) This AD results from reports that corrosion was found between the mating surfaces of the wing upper skin surface and the engine mount beam support straps. We are issuing this AD to detect and correct corrosion on the engine mount beam support straps and upper wing skins, which could result in failure of the engine mount beam support straps. This failure could lead to loss of the engine and possible loss of control of the airplane.

Compliance

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

Actions	Compliance	Procedures
(1) Inspect between the surface of the left-hand (LH) and right-hand (RH) upper wing skins and the engine mount beam support straps for any signs of corrosion and determine the extent of any corrosion found.	Within the next 150 hours time-in-service after January 8, 2010 (the effective date of this AD) or within the next 12 months after January 8, 2010 (the effective date of this AD), whichever occurs first.	Follow Twin Commander Aircraft LLC Alert Service Bulletin No. 237, dated May 13, 2005, pages 1 through 14.
(2) Install modification access holes in the LH and RH lower wing skins.	Before further flight after the inspection required in paragraph (e)(1) of this AD.	Follow the Accomplishment Instructions, steps 1 through 4 and 6 through 9, of Twin Commander Aircraft Corporation Custom Kit No. 150, dated July 8, 1994, as specified in Twin Commander Aircraft LLC Alert Service Bulletin No. 237, dated May 13, 2005.
(3) If corrosion damage is found during the inspection required in paragraph (e)(1) of this AD, perform necessary modification.	Before further flight after the inspection required in paragraph (e)(1) of this AD.	Follow Twin Commander Aircraft LLC Alert Service Bulletin No. 237, dated May 13, 2005, Part II, Options A, B, or C, on pages 15 through 29 and 31.
(4) If corrosion damage is not found during the inspection required in paragraph (e)(1) of this AD, do the upper steel strap replacements.	Before further flight after the inspection required in paragraph (e)(1) of this AD.	Follow Twin Commander Aircraft LLC Alert Service Bulletin No. 237, dated May 13, 2005, Part II, Option D, on pages 30 and 31.
(5) Install additional wing fasteners on the LH and RH wing.	Before further flight after the inspection required in paragraph (e)(1) of the AD.	Follow Gulfstream American Corporation Service Bulletin No. 182, dated March 2, 1981.

Note: Although not required by this AD, we highly recommend compliance with Twin Commander Aircraft Corporation Service Bulletin No. 217, Revision No. 1, dated May 26, 1993, Engine Nacelle Firewall Reinforcement; and Twin Commander Aircraft LLC Alert Service Bulletin No. 239, dated February 13, 2006, Outboard Flap-Inboard Hinge Inspection & Reinforcement.

Alternative Methods of Compliance (AMOCs)

(f) The Manager, Seattle 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: Vince Massey, Aerospace Engineer, FAA, Seattle ACO, 1601 Lind Avenue, SW, Renton, Washington 98057-3356; telephone: (425) 917-6475; fax: (425) 917-6590; email: vince.massey@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.

Material Incorporated by Reference

(g) You must use Twin Commander Aircraft LLC Alert Service Bulletin No. 237, dated May 13, 2005; Twin Commander Aircraft Corporation Custom Kit No. 150, dated July 8, 1994; and Gulfstream American Corporation Service Bulletin No. 182, dated March 2, 1981, 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 Twin Commander Aircraft LLC, 18933–59th Avenue, NE., Arlington, WA 98223, telephone: (360) 435-9797; fax: (360) 435-1112; Internet: <http://www.twincommander.com>.

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

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

Issued in Kansas City, Missouri, on November 20, 2009.

Margaret Kline,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2009-25-03 ZLT Zeppelin Luftschifftechnik GmbH & Co KG: Amendment 39-16120; Docket No. FAA-2009-0868; Directorate Identifier 2009-CE-047-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective January 8, 2010.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Model LZ N07-100 airships, serial numbers 002, 003, and 004, that are certificated in any category and are equipped with the following propeller gear boxes:

Part No.	Serial No.	Designation
07 722 0001-200	103, 106, 109, 112, 401, 401.	AFT propeller gear box.
07 722 0002-200	101, 104, 107, 110, 201.	LH propeller gear box.
07 722 0003-200	102, 105, 108, 111, 301, 302.	RH propeller gear box.

Subject

(d) Air Transport Association of America (ATA) Code 65: Tail Rotor Drive.

Reason

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

The manufacturer has advised of receiving a report that during start up on ground a RH propeller gear box (PGB) on the airship has failed resulting in free rotation of the propeller. Investigation performed by the manufacturer revealed that the bevel gear in the propeller gearbox had cracked near the hub area.

During an extensive metallurgical investigation of the cracked bevel gear some different manufacturing deviations outside of the specifications were detected. Deviations in the heat treatment, wall thickness of the bevel gear near the hub area, and score marks caused during the production process have been established as causal factors for this failure.

For the reasons described above, this new AD mandates the replacement of the affected bevel gears, and limits, as a temporary measure, their service-life to 1 000 Flight Hours (for non-refurbished PGBs) and to 1 600 Flight Hours (for refurbished PGBs).

Actions and Compliance

(f) Unless already done, do the following actions in accordance with ZLT Zeppelin Luftschifftechnik GmbH & Co KG Service Bulletin S07 830 0001, Issue B-00, dated June 29, 2009:

(1) As of January 8, 2010 (the effective date of this AD), before the accumulation of the applicable total hours time-in-service (TIS) as defined in the appendix of ZLT Zeppelin Luftschifftechnik GmbH & Co KG Service Bulletin S07 830 0001, Issue B-00, dated June 29, 2009, replace the bevel gears of the propeller gearbox.

(2) As of January 8, 2010 (the effective date of this AD), for airships with a propeller gear box identified in paragraph (c)(1) of this AD that have exceeded the applicable total hours TIS as defined in the appendix of ZLT Zeppelin Luftschifftechnik GmbH & Co KG Service Bulletin S07 830 0001, Issue B-00, dated June 29, 2009, replace the bevel gears of the propeller gearbox within the next 30 days after January 8, 2010 (the effective date of this AD).

(3) As of January 8, 2010 (the effective date of this AD), airships with a propeller gear box S/N 102, 107, 108, 109, or 112, contact the manufacturer at ZLT Zeppelin Luftschifftechnik GmbH & Co KG, 88046 Friedrichsfafen, Allmannsweilerstrasse 132, Germany; telephone: + 49 (0) 7541-5900-546; fax: + 40 (0) 7541-5900-516, to obtain a repair scheme within the next 30 days after January 8, 2010 (the effective date of this AD). Incorporate the repair scheme before further flight after receipt.

(4) After doing the replacements required in paragraphs (f)(1), (f)(2), and (f)(3) of this AD, replace the bevel gears of the propeller gearbox thereafter at intervals not to exceed 1,600 hours TIS on the propeller gearbox.

Note 1: The time between overhaul for gear boxes specified in the airship maintenance manual remains unchanged.

Note 2: Airships with a propeller gear box S/N 102, 107, 108, 109, or 112 have exceeded their life limit and are not eligible for bevel gear replacement. See paragraph (f)(3) of this AD.

FAA AD Differences

Note 3: 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; email: karl.schletzbaum@faa.gov. Before using any approved AMOC on any airship 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, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) Refer to MCAI European Aviation Safety Agency (EASA) AD No. 2009-0182, dated August 20, 2009; and ZLT Zeppelin Luftschifftechnik GmbH & Co KG Service Bulletin S07 830 0001, Issue B-00, dated June 29, 2009, for related information.

Material Incorporated by Reference

(i) You must use ZLT Zeppelin Luftschifftechnik GmbH & Co KG Service Bulletin S07 830 0001, Issue B-00, dated June 29, 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 ZLT Zeppelin Luftschifftechnik GmbH & Co KG, 88046 Friedrichsfafen, Allmannsweilerstrasse 132, Germany; telephone: + 49 (0) 7541-5900-546; fax: + 40 (0) 7541-5900-516; Internet: <http://www.zeppelinflug.de/>.

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

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

Issued in Kansas City, Missouri, on November 20, 2009.

Margaret Kline,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E9-28558 Filed 12-3-09; 8:45 am]



2009-25-10 Sikorsky Aircraft Corp.: Amendment 39-16130. Docket No. FAA-2009-1130; Directorate Identifier 2009-SW-40-AD.

Applicability: Model S-92A helicopters, serial numbers 920006 through 920109, certificated in any category.

Compliance: Required as indicated, unless done previously.

To prevent complete loss of oil from the main gearbox (MGB), failure of the MGB, and subsequent loss of control of the helicopter, do the following:

(a) Within 7 days, inspect the MGB lube system filter assembly for damage to the primary and secondary oil filters by following the Accomplishment Instructions, paragraphs 3.A.(4) and through 3.A.(6) of Sikorsky Alert Service Bulletin (ASB) No. 92-63-018, dated July 1, 2009 (ASB No. 92-63-018). For purposes of this AD, "damage" is the presence of those conditions described in paragraphs 3.A.(5) and 3.A.(8) of the Accomplishment Instructions of ASB No. 92-63-018.

(b) If you find damage in the primary oil filter element (part number (P/N) 70351-38801-102) as follows: "wavy pleats" as depicted in Figure 1, internal buckling or a crack as depicted in Figure 2, or indented dimples as depicted in Figure 3 of ASB No. 92-63-018 or damage in the secondary oil filter element (P/N 70351-38801-103) as follows: "wavy pleats" as depicted in Figure 4 or an elongated cup as depicted in Figure 5 of ASB No. 92-63-018, replace both the primary and secondary filters, packings, and filter bowl mounting studs, service the transmission and perform a functional test before further flight by following the Accomplishment Instructions, paragraphs 3.C.(1) through 3.C.(23), of ASB No. 92-63-018, except this AD does not require you to return removed studs to HSI nor does it require you to contact the manufacturer. If you find damage in the tapped holes or in the MGB housing lockring counterbore, contact the Boston Aircraft Certification Office for an approved repair.

(c) If you find no damage in the primary or secondary oil filter element, before further flight, replace the packings, service the transmission, and perform a functional test by following the Accomplishment Instructions, paragraphs 3.B.(1) through 3.B.(4) of ASB No. 92-63-018.

(d) For those helicopters on which the primary or secondary oil filter element and filter bowl mounting studs were replaced as required by paragraph (b) of this AD:

(1) Before the first flight of each day until the oil filter bowl, P/N AAC367-16D2A, is replaced, inspect the MGB lube system filter assembly for any oil leak.

(2) Before further flight after any oil leak is detected as required by paragraph (d)(1) of this AD or within 30 days, whichever is earlier, replace the oil filter bowl.

Note: Sikorsky ASB No. 92-63-019, dated July 1, 2009, pertains to the subject of this AD.

(e) 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: Kirk Gustafson, Aviation Safety Engineer, Engine and Propeller Directorate, FAA, 12 New England Executive Park, Burlington, MA 01803, telephone (781) 238-7190, fax (781) 238-7170, for information about previously approved alternative methods of compliance.

(f) The Joint Aircraft System/Component (JASC) Code is 6300: Main Rotor System.

(g) Inspecting and replacing the main gearbox lube system assembly parts shall be done by following the specified portions of Sikorsky Alert Service Bulletin (ASB) No. 92-63-018, dated July 1, 2009. The Director of the Federal Register approved this incorporation by reference under 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.

(h) This amendment becomes effective on December 21, 2009.

Issued in Fort Worth, Texas, on November 25, 2009.

Lance T. Gant,
Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.
[FR Doc. E9-28863 Filed 12-3-09; 8:45 am]