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

BIWEEKLY 2011-18

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Federal Aviation Administration
Regulatory Support Division
Delegation and Airworthiness Programs Branch, AIR-140
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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 S 2011-01-51	Piaggio	P-180
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 S 2011-01-51	Piaggio Aero Industries	P-180
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

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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
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	Properller: 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 S 2011-01-53	Piaggio Aero Industries S.P.A.	P-180
2011-10-09	S 87-20-03 R2	Cessna	See AD
2011-10-11		Agusta S.p.A.	Rotorcraft: AB412
2011-10-12		Eurocopter France	Rotorcraft: AS350B, B1, B2, B3, BA, and EC130 B4
2011-10-13		Diamond Aircraft Industries GmbH	DA 42, DA 42-NG, and DA 42 M-NG
2011-11-01		British Aerospace	HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201

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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
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

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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

2009-10-09 R2 Cessna Aircraft Company: Amendment 39-16782; Docket No. FAA-2007-27747; Directorate Identifier 2007-CE-030-AD.

(a) Effective Date

This AD is effective September 12, 2011.

(b) Affected ADs

This AD revises AD 2009-10-09 R1, Amendment 39-16074 (74 FR 57408, November 6, 2009).

(c) Applicability

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

Table 1–Applicability

Models	Serial Numbers
(1) 150F	15061533 through 15064532
(2) 150G	15064533 through 15064969 and 15064971 through 15067198
(3) 150H	15067199 through 15069308 and 649
(4) 150J	15069309 through 15071128
(5) 150K	15071129 through 15072003
(6) 150L	15072004 through 15075781
(7) 150M	15075782 through 15079405
(8) A150K	A1500001 through A1500226
(9) A150L	A1500227 through A1500432 and A1500434 through A1500523
(10) A150M	A1500524 through A1500734 and 15064970
(11) F150F	F150-0001 through F150-0067
(12) F150G	F150-0068 through F150-0219
(13) F150H	F150-0220 through F150-0389
(14) F150J	F150-0390 through F150-0529
(15) F150K	F15000530 through F15000658
(16) F150L	F15000659 through F15001143
(17) F150M	F15001144 through F15001428
(18) FA150K	FA1500001 through FA1500081

(19) FA150L	FA1500082 through FA1500120
(20) FA150L or FRA150L	FA1500121 through FA1500261 that are equipped with FKA150-2311 and FKA150-2316, or FRA1500121 through FRA1500261
(21) FA150M or FRA150M	FA1500262 through FA1500336 that are equipped with FKA150-2311 and FKA150-2316, or FRA1500262 through FRA1500336
(22) 152	15279406 through 15286033
(23) A152	A1520735 through A1521049, A1500433, and 681
(24) F152	F15201429 through F15201980
(25) FA152	FA1520337 through FA1520425

Note: AD 2009-10-09 R1 (74 FR 57408, November 6, 2009) clarified the applicability of AD 2009-10-09 (74 FR 22429, May 3, 2009), eliminated a duplicate requirement for replacement of safety wire with jamnuts, and clarified the intent of the conditional acceptability of using modification kit part number (P/N) SK152-25 as a terminating requirement to the AD. No further action is required for those already in compliance with AD 2009-10-09 R1, which included verification of full rudder travel as part of the kit work.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 2720, Rudder Control System.

(e) Unsafe Condition

Aircraft in full conformity with type design can exceed the travel limits set by the rudder stops. We are issuing this AD to prevent the rudder from traveling past the normal travel limit. Operation in this non-certificated control position is unacceptable and could cause undesirable consequences, such as contact between the rudder and the elevator.

(f) Compliance

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

(g) Actions

To address this problem, you must do either the actions in option 1 or option 2 of this AD, unless already done:

Table 2–Actions, Compliance and Procedures

Actions	Compliance	Procedures
(1) Option 1: For all airplanes that do not have modification kits P/N SK152-25B or P/N SK152-24B installed (or the other kits allowed by Table 3), do the following: (i) Insert the following text into the Limitations section of the FAA-approved airplane flight manual (AFM), and pilot's operating handbook (POH): "INTENTIONAL SPINS AND OTHER ACROBATIC/AEROBATIC MANEUVERS PROHIBITED PER AD 2009-10-09. NOTE: THIS AD DOES NOT PROHIBIT PERFORMING INTENTIONAL STALLS." (ii) Fabricate a placard (using at least 1/8-inch letters) with the following words and install the placard on the instrument panel within the pilot's clear view: "INTENTIONAL SPINS AND OTHER ACROBATIC/AEROBATIC MANEUVERS PROHIBITED PER AD 2009-10-09." (iii) The AFM and POH limitations in paragraph (g)(1)(i) of the AD and the placard in paragraph (g)(1)(ii) of this AD may be removed after either paragraph (g)(2)(i) or paragraph (g)(2)(ii) of this AD is done.	Within the next 100 hours time-in-service (TIS) after December 11, 2009 (the effective date retained from AD 2009-10-09 R1), or within the next 12 months after December 11, 2009 (the effective date retained from AD 2009-10-09 R1), whichever occurs first.	A person authorized to perform maintenance as specified in 14 CFR section 43.3 of the Federal Aviation Administration Regulations (14 CFR 43.3) is required to make the AFM and POH changes, fabricate the placard required in paragraph (g)(1)(i) of this AD, and make an entry into the aircraft logbook showing compliance with the portion of the AD per compliance with 14 CFR 43.9.
(2) Option 2: Install a rudder stop modification kit: (i) For airplanes with a forged bulkhead, replace the rudder stops, rudder stop bumpers, and attachment hardware with the new rudder stop modification kit P/N SK152-25B. (ii) For airplanes with a sheet metal bulkhead, replace the rudder stops, rudder stop bumpers, and attachment hardware with the new rudder stop modification kit P/N SK152-24B. (iii) Refer to Table 3 in paragraph (g) of this AD for other applicable kit P/Ns.	Within the next 100 hours TIS after December 11, 2009 (the effective date retained from AD 2009-10-09 R1), or within the next 12 months after December 11, 2009 (the effective date retained from AD 2009-10-09 R1), whichever occurs first.	Follow Cessna Aircraft Company Service Bulletin SEB01-1, Revision 1, dated March 22, 2011; and, as applicable, either Cessna Aircraft Company Service Kit SK152-25B, dated March 22, 2011, or Cessna Aircraft Company Service Kit SK152-24B, dated March 22, 2011.

(h) Kit Part Number Applicability

Table 3 of this AD identifies when a kit P/N that has already been ordered may be used to comply with this AD. All future orders received by Cessna for kits P/Ns SK152-24, SK152-25, SK152-24A, and SK 152-25A will automatically be filled with P/Ns SK152-24B and SK152-25B, respectively.

Table 3–Kit Applicability

Kit P/N	Type of Bulkhead	Can it be installed to comply with this AD, or will credit be given for compliance with previous revisions of this AD?
(1) SK152-24	sheet metal	NO
(2) SK152-25	forged	ONLY if washer P/N NAS1149F0332P is used (and this is recorded in the maintenance log), AND full rudder travel can be verified.
(3) SK152-24A	sheet metal	ONLY if full rudder travel can be verified.
(4) SK152-25A	forged	ONLY if full rudder travel can be verified.
(5) SK152-24B	sheet metal	YES
(6) SK152-25B	forged	YES

(i) Credit for Actions Accomplished Using Previous Service Information

Credit will be given for the actions in paragraphs (g)(1) and (g)(2) of this AD if already done and you were able to verify full rudder travel before the effective date of this AD per AD 2009-10-09 R1, Amendment 39-16074 (74 FR 57408, November 6, 2009); Cessna Aircraft Company Service Bulletin SEB01-1, dated January 22, 2001; and, as applicable, either Cessna Aircraft Company Service Kit SK152-25A, Revision A, dated February 9, 2001, or Cessna Aircraft Company Service Kit SK152-24A, Revision A, dated March 9, 2001.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Wichita 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.

(3) AMOCs approved for AD 2009-10-09 (74 FR 22429, May 3, 2009) and AD 2009-10-09 R1 (74 FR 57408, November 6, 2009) are approved as AMOCs for this AD.

(k) Related Information

For more information about this AD, contact Ann Johnson, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4105; fax: (316) 946-4107; e-mail: ann.johnson@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 September 12, 2011:

(i) Cessna Aircraft Company Service Bulletin SEB01-1, Revision 1, dated March 22, 2011;

(ii) Cessna Aircraft Company Service Kit SK152-25B, dated March 22, 2011; and

(iii) Cessna Aircraft Company Service Kit SK152-24B, dated March 22, 2011.

(2) For service information identified in this AD, contact Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, KS 67277; telephone: (316) 517-5800; fax: (316) 517-7271; Internet: http://www.cessna.com.

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

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

Issued in Kansas City, Missouri, on August 11, 2011.

John Colomy,

Acting Manager, Small Airplane Directorate,

Aircraft Certification Service.

CORRECTED: The original copy of this AD omitted Figure 7.

2011-15-11 Cessna Aircraft Company: Amendment 39-16758; Docket No. FAA-2011-0450; Directorate Identifier 2011-CE-010-AD.

(a) Effective Date

This AD is effective September 6, 2011.

(b) Affected ADs

AD 2010-21-18, Amendment 39-16478, is related to the subject of this AD.

(c) Applicability

This AD applies to Cessna Aircraft Company (Cessna) Models 337, 337A (USAF 02B), 337B, 337C, 337D, 337E, T337E, 337F, T337F, 337G, T337G, M337B, F 337E, FT337E, F 337F, FT337F, F 337G, and FT337GP airplanes, all serial numbers, that:

(1) Are certificated in any category; and

(2) Are or have ever been modified by Flint Aero, Inc. Supplemental Type Certificate (STC) SA5090NM.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 57; Wings.

(e) Unsafe Condition

This AD was prompted by a review of installed Flint Aero, Inc. wing tip auxiliary fuel tanks, STC SA5090NM. We are issuing this AD to detect and correct damage in the wings and to prevent overload failure of the wing due to the installation of the STC. Damage in the wing or overload failure of the wing could result in structural failure of the wing, which could result in loss of control.

(f) Compliance

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

(g) Required Actions

(1) Within the next 50 hours time-in-service (TIS) after September 6, 2011 (the effective date of this AD) or within 30 days after September 6, 2011 (the effective date of this AD), whichever occurs first, do a general and focused inspection of the left and right wing for internal and external damage at wing stations (WSTA) 150 and 177. Do the inspections following Appendix 1 of this AD.

(2) After the inspection required in paragraph (g)(1) of this AD if no damage was found and before the modification required in paragraph (g)(5) of this AD is incorporated, anytime severe and/or extreme turbulence is encountered during flight, before the next flight do a focused inspection of the wing for damage following steps 1, 2, 3, 4, 7, and 10 in Appendix 1 of this AD. Also inspect for signs of distress in the upper front spar in the area around WSTA 150 and 177. The definition of severe and extreme turbulence can be found in table 7-1-9 of the FAA Aeronautical Information Manual (AIM). You may obtain a copy of the FAA AIM at http://www.faa.gov/air_traffic/publications/atpubs/aim/.

(3) For airplanes that have not had the modification specified in paragraphs (g)(4) and (g)(5) incorporated, within the next 50 hours time-in-service (TIS) after September 6, 2011 (the effective date of this AD) or within 30 days after September 6, 2011 (the effective date of this AD), fabricate a placard (using at least 1/8-inch letters) with the following words and install the placard on the instrument panel within the pilot's clear view:

(i) "MAINTAIN AT LEAST 12 GAL OF FUEL IN EACH WING TIP FUEL TANK FOR AIRPLANE WEIGHTS BETWEEN 3,400 LBS AND 4,330 LBS."

(ii) "MAINTAIN FULL FUEL IN EACH WING TIP FUEL TANK FOR AIRPLANE WEIGHTS AT OR ABOVE 4,330 LBS."

(4) If damage or signs of distress are found during the inspections required in paragraphs (g)(1) and (g)(2) of this AD, before further flight do the following:

(i) Repair all damaged and distressed parts following FAA Advisory Circular (AC) 43.13-1B, Chapter 4, which can be found at http://rgl.faa.gov/;

(ii) Incorporate the modification reinforcement specified in Flint Aero, Inc. Service Bulletin FA2, Rev 2, dated April 8, 2011, or Flint Aero, Inc. Service Bulletin FA2, Rev 3, dated May 3, 2011, following Flint Aero, Inc. Drawing FA2, Rev A, dated April 8, 2011;

(iii) Remove the placard specified in paragraph (g)(3) of this AD;

(iv) Fabricate a new placard (using at least 1/8-inch letters) with the following words and install the placard on the instrument panel within the pilot's clear view: "MAINTAIN AT LEAST 12 GAL OF FUEL IN EACH WING TIP FUEL TANK FOR AIRPLANE WEIGHTS AT OR ABOVE 4,330 LBS"; and

(v) Incorporate the information from Appendix 2 of this AD into the Limitations section of the Flint Aero, Inc. Airplane Flight Manual Supplement.

(5) If no damage or signs of distress are found during the inspections required in paragraphs (g)(1) and (g)(2) of this AD, within the next 100 hours TIS after September 6, 2011 (the effective date of this AD) or within 12 months after September 6, 2011 (the effective date of this AD), whichever occurs first, do the following:

(i) Incorporate the modification reinforcement specified in Flint Aero, Inc. Service Bulletin FA2, Rev 2, dated April 8, 2011, or Flint Aero, Inc. Service Bulletin FA2, Rev 3, dated May 3, 2011, following Flint Aero, Inc. Drawing FA2, Rev A, dated April 8, 2011;

(ii) Remove the placard specified in paragraph (g)(3) of this AD;

(iii) Fabricate a new placard (using at least 1/8-inch letters) with the following words and install the placard on the instrument panel within the pilot's clear view: "MAINTAIN AT LEAST 12 GAL OF FUEL IN EACH WING TIP FUEL TANK FOR AIRPLANE WEIGHTS AT OR ABOVE 4,330 LBS"; and

(iv) Incorporate the information from Appendix 2 of this AD into the Limitations section of the Flint Aero, Inc. Airplane Flight Manual Supplement.

(6) You may incorporate the modification reinforcement specified in Flint Aero, Inc. Service Bulletin FA2, Rev 2, dated April 8, 2011, or Flint Aero, Inc. Service Bulletin FA2, Rev 3, dated May 3, 2011, following Flint Aero, Inc. Drawing FA2, Rev A, dated April 8, 2011, at any time after the inspection required in paragraph (g)(1) of this AD but no later than the compliance time specified in paragraph (g)(5) of this AD as long as no cracks were found. As required in paragraph (g)(4) of this AD, the modification reinforcement must be incorporated before further flight if damage or signs of distress are found.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Los Angeles Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD.

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

(i) Related Information

For more information about this AD, contact Dara Albouyeh, Aerospace Engineer, FAA, Los Angeles ACO, 3960 Paramount Blvd., Lakewood, CA 90712; phone: (562) 627-5222; fax: (562) 627-5210; e-mail: dara.albouyeh@faa.gov.

(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 September 6, 2011:

(i) Flint Aero, Inc. Service Bulletin FA2, Rev 2, dated April 8, 2011;

(ii) Flint Aero, Inc. Service Bulletin FA2, Rev 3, dated May 3, 2011; and

(iii) Flint Aero, Inc. Drawing FA2, Rev A, dated April 8, 2011.

(2) For service information identified in this AD, contact Flint Aero, Inc., 1942 Joe Crosson Drive, El Cajon, CA 92020; phone: (619) 448-1551; fax: (619) 448-1571; Internet: http://www.flintaero.com.

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

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

Appendix 1 to AD 2011-15-11

General and Focused Inspection Procedures

Perform a general and focused inspection of the wing for internal and external damage from wing station (WSTA) 23 to the wing tip. The general inspection must be performed in accordance with 14 CFR 43.15(c), using a checklist that includes at least the scope and detail of the items contained in Appendix D of 14 CFR part 43. The focused inspection must include the items listed below. Remove all wing access panels to conduct the inspections. Do these inspections following the manufacturer's service information and any other appropriate guidance, such as FAA Advisory Circular (AC) 43.13-1B Acceptable Methods, Techniques, and Practices–Aircraft Inspection and Repair. AC 43.13-1B can be found at http://rgl.faa.gov/.

Focused inspection items to look for:

(1) Wrinkles in upper wing skins, from the outboard edge on the fuel tank access covers (WSTA 150 or 177) to the WSTA 222 (See View B, Figure 3).
(2) Wrinkles in the upper wing skins from WSTA 55 to 66, adjacent to the booms (See View E, Figure 6).
(3) Cracking of the upper wing skins. Pay particular attention to any wrinkles, the radius between stiffeners at WSTA 150 (under fuel tank covers), and unreinforced access holes (See View B, Figure 3).
(4) Working (smoking) rivets outboard of the wing tank access covers.
(5) Fasteners with less than two diameters edge distance.
(6) Fasteners with less than four diameters center to center spacing.
(7) Looseness of attachments of the tip extension to the wing and wing tip to wing extension when pushing up and down on the tip.
(8) Any signs of distress along both front and rear spars, particularly in the area around WSTA 177.
(9) Inspect under any repairs to the upper skins, particularly in the area just outboard of the fuel tank access covers as these may be covering up existing damage.
(10) Inter-rivet buckling of the stringers attached to the upper surface skin, outboard of the fuel tank access covers (See View F, Figure 7).
(11) Inspect rib at WSTA 222 for damage. Trimming of the rib may have been done to allow installation of fuel lines (See View A, Figure 2). Repair in accordance with AC 43.13-1B, Chapter 4, paragraph 4-58(g) and Figure 4-14, or by using another FAA-approved method that restores equivalent strength of the wing rib.
(12) Inspect and identify screws, installed in tapped (threaded) holes in metal substructure, used to attach wing tips, stall fences, fuel and electrical components, and access doors. For tapped holes, remove fastener and open up the diameter to provide a smooth bore hole, for the smallest oversize fastener, using close tolerance holes noted in AC 43.13-1B, paragraph 7-39 or other FAA-approved scheme. Maintain minimum 2 x fastener diameter edge distance and 4 x fastener diameter center to center spacing. Select and install new, equivalent strength or stronger, fasteners with nuts/collars in accordance with AC 43.13-1B, Chapter 7 and AC 43.13-2B, paragraph 108 or other FAA-approved repair. New fasteners must not have threads in bearing against the sides of the holes.
(13) Inspect wing skins for unreinforced cutouts. (See View C, Figure 4).
(14) Inspect the upper spar cap horizontal flanges for open holes (See View D, Figure 5).

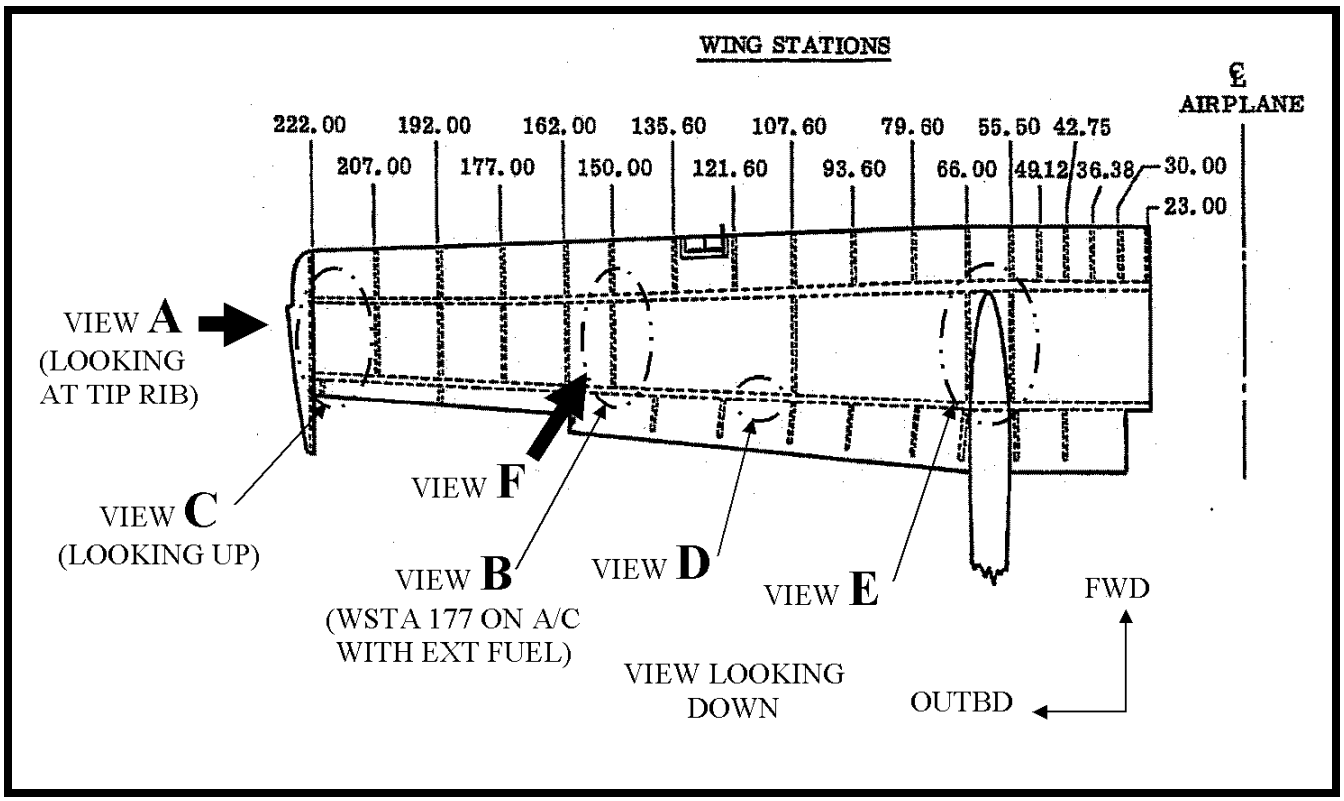


Figure 1

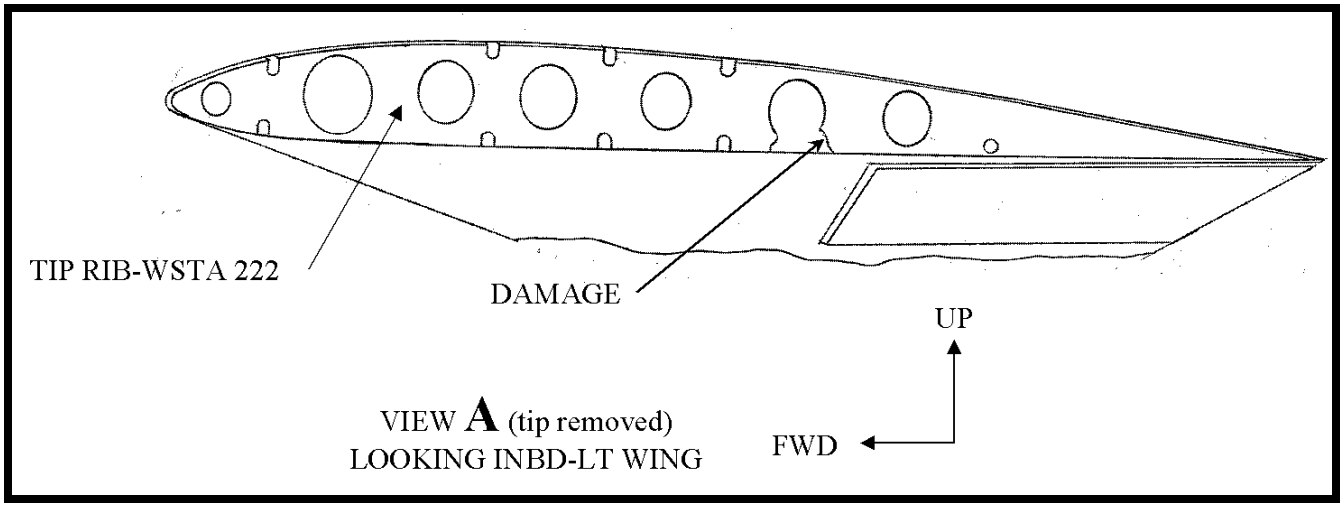


Figure 2

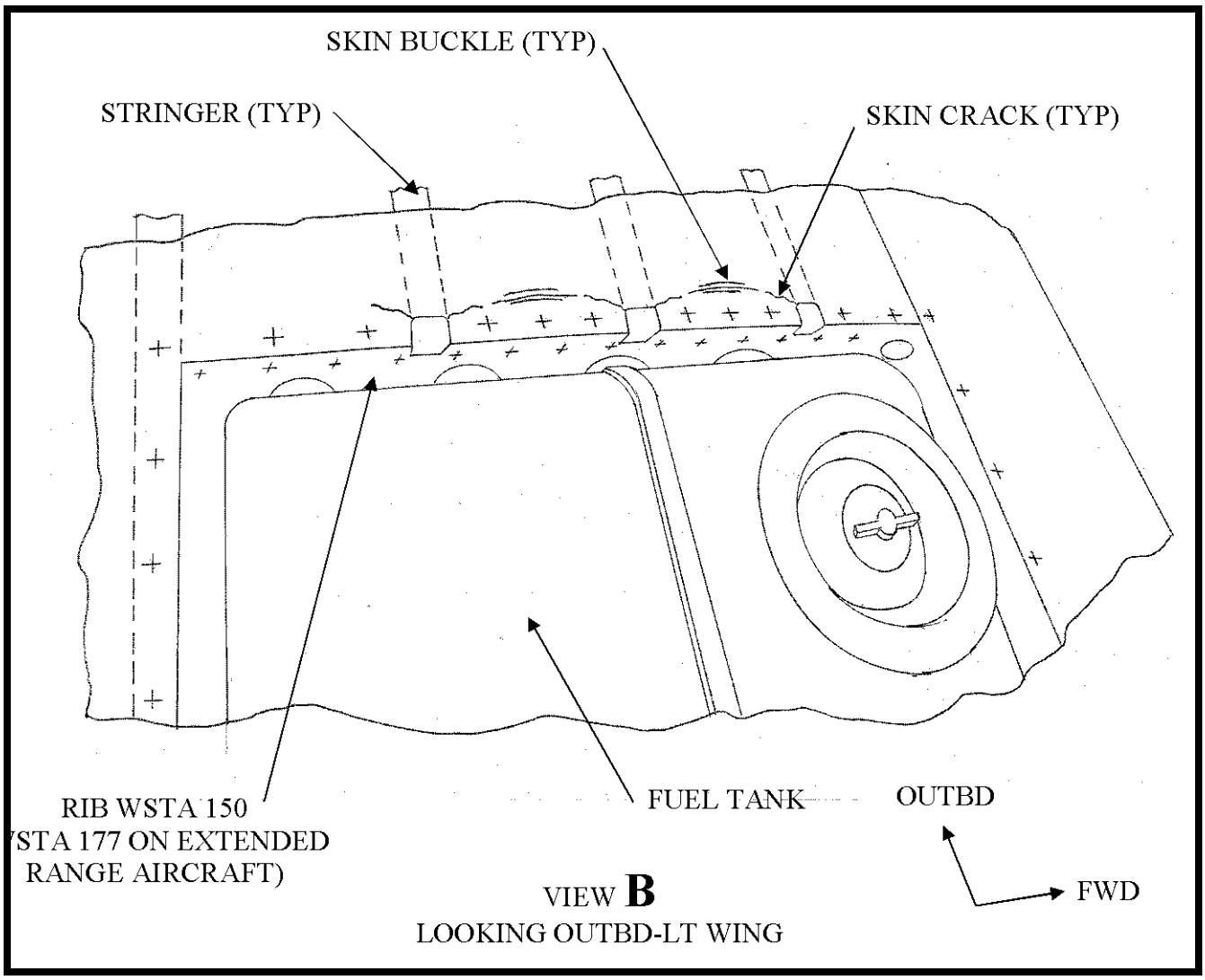

SKIN BUCKLE (TYP)
STRINGER (TYP)
SKIN CRACK (TYP)
RIB WSTA 150
STA 177 ON EXTENDED
RANGE AIRCRAFT)
FUEL TANK
OUTBD
FWD
VIEW B
LOOKING OUTBD-LT WING

Figure 3

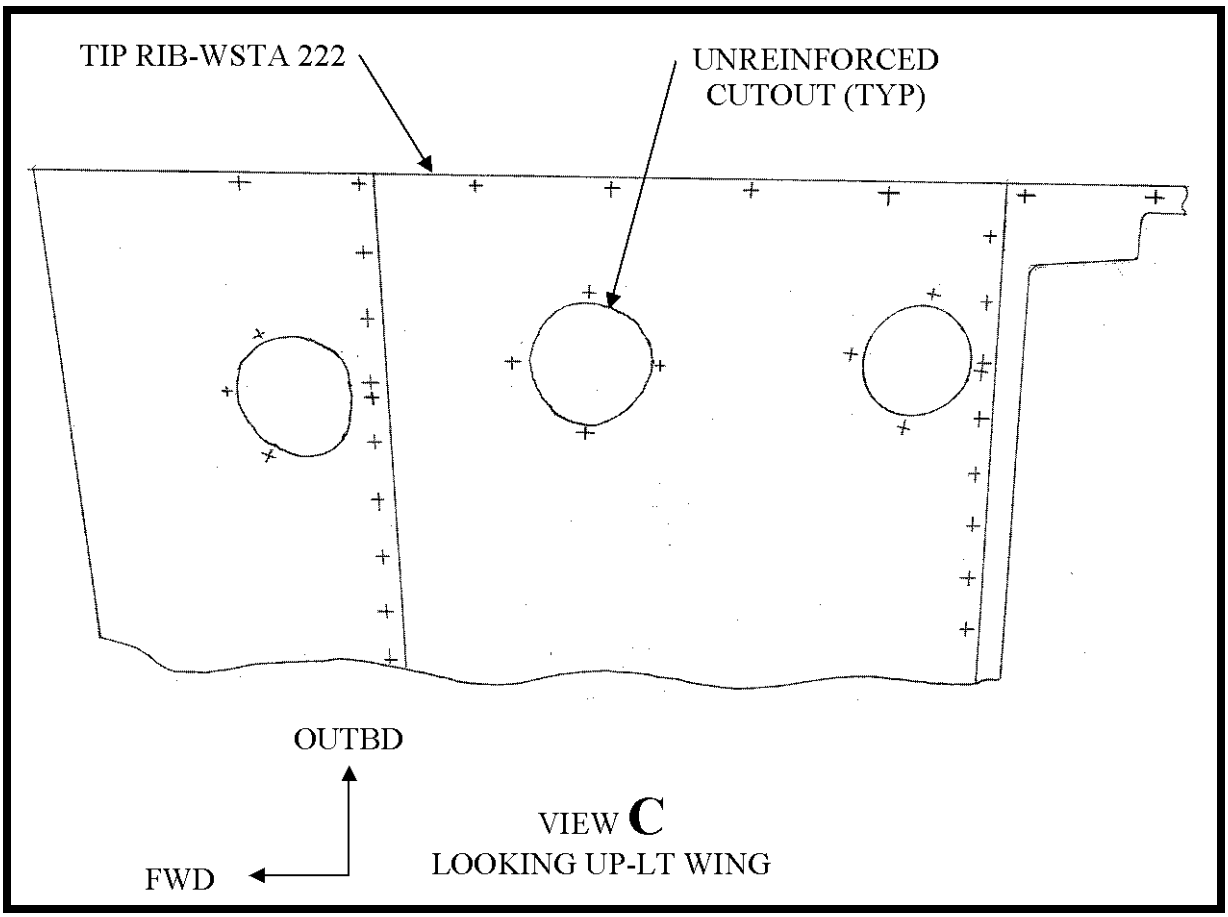


Figure 4

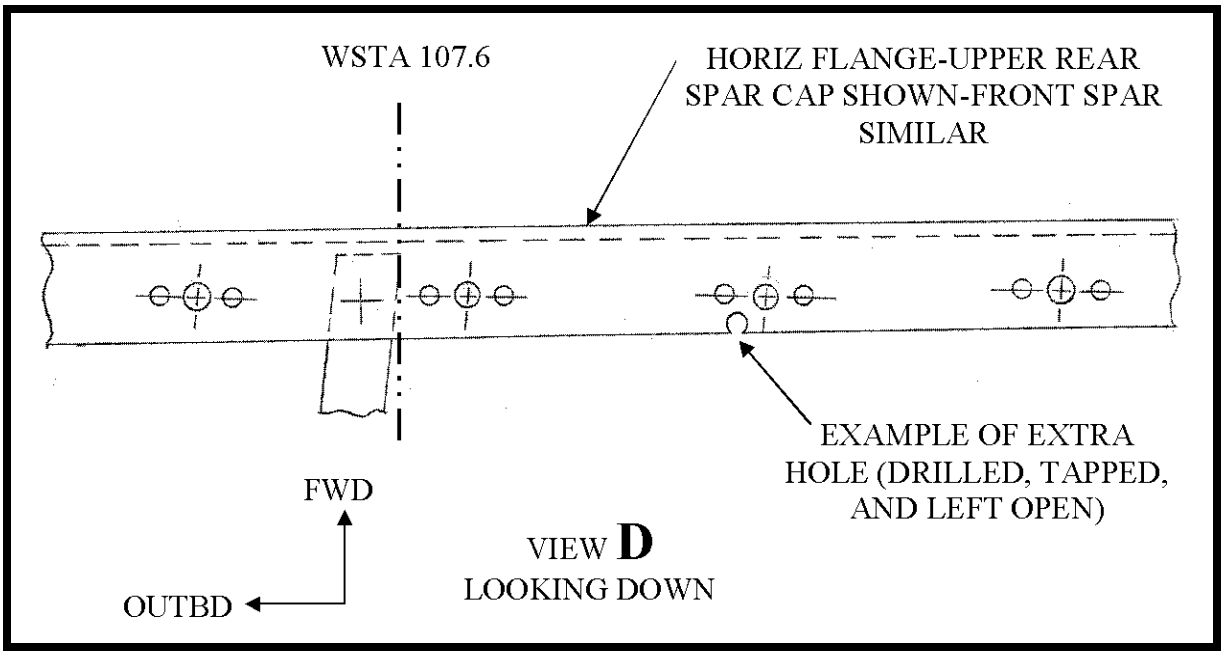


Figure 5

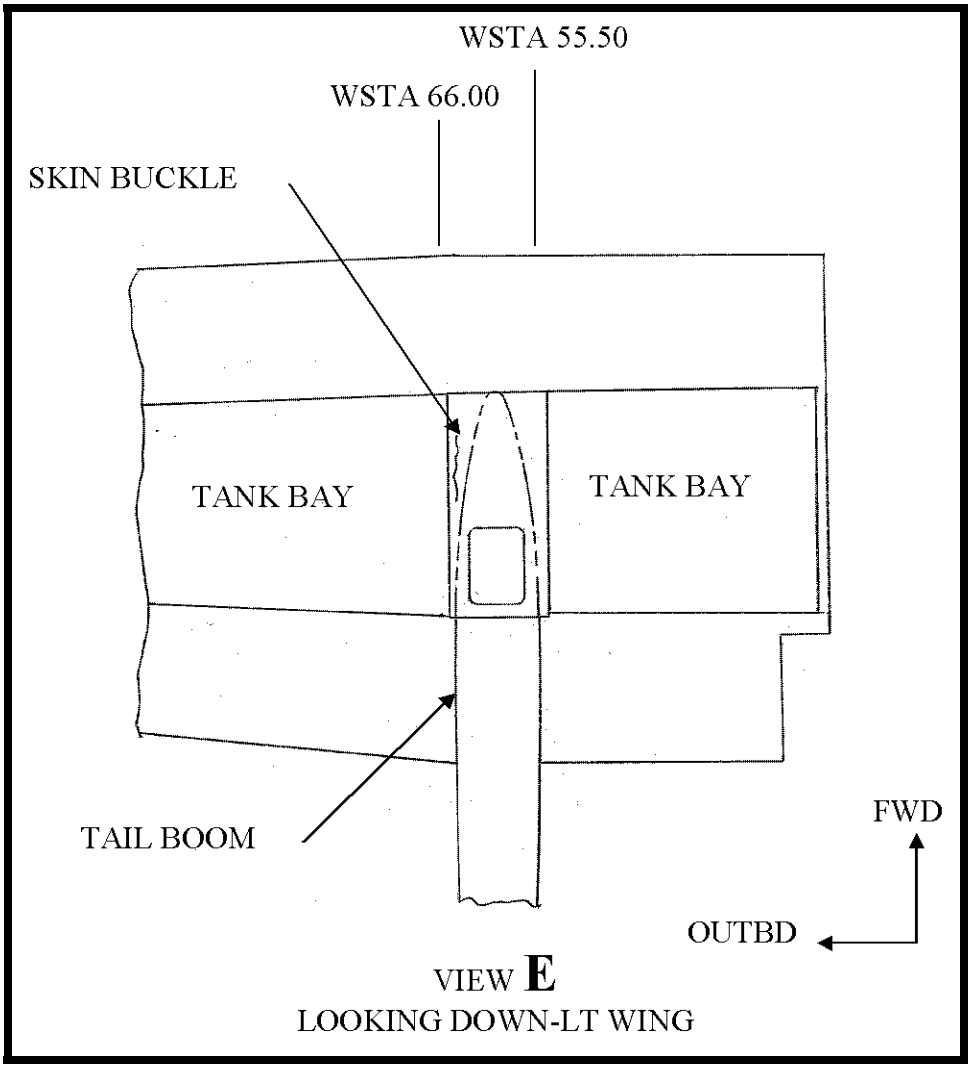

WSTA 55.50
WSTA 66.00
SKIN BUCKLE
TANK BAY
TANK BAY
TAIL BOOM
FWD
OUTBD
VIEW E
LOOKING DOWN-LT WING

Figure 6

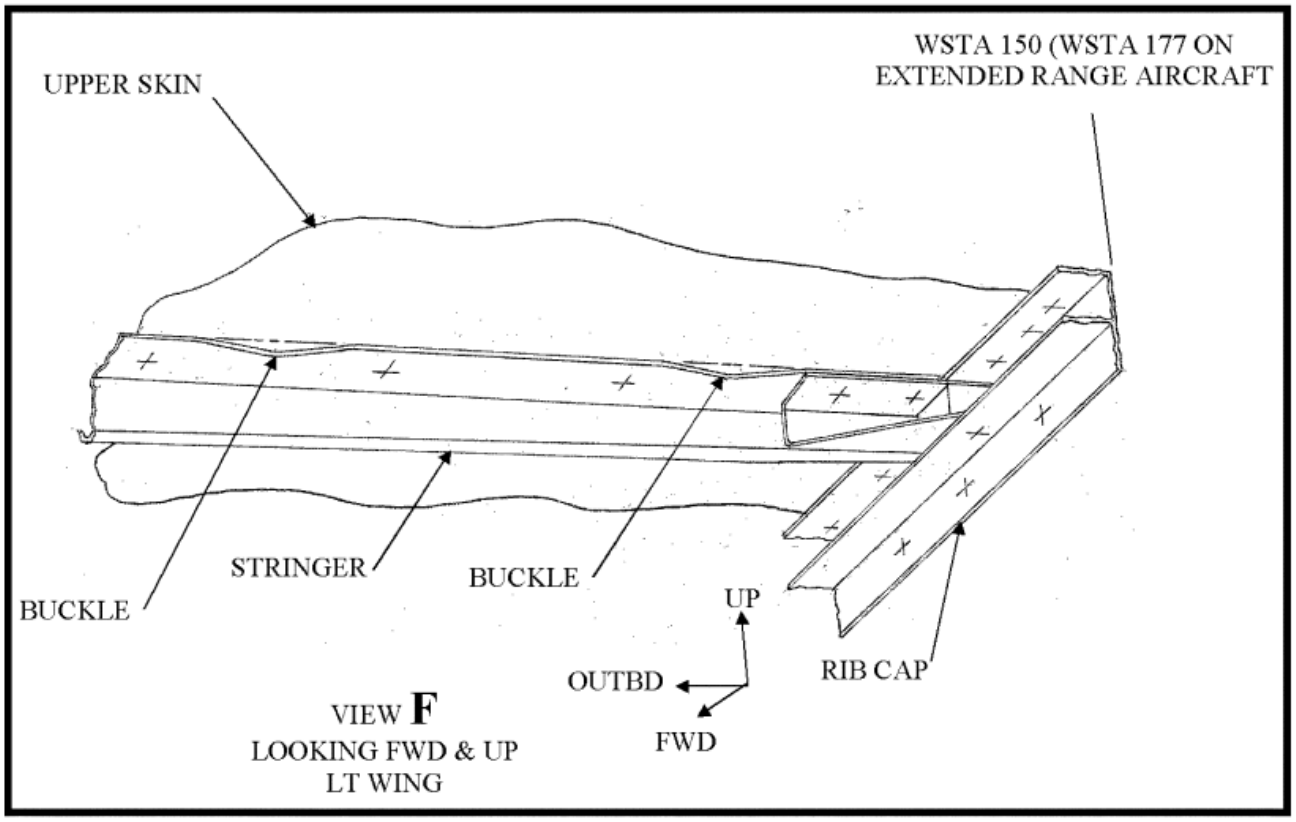


Figure 7

Appendix 2 to AD 2011-15-11

Airworthiness Limitations for the Flint Aero, Inc. Airplane Flight Manual Supplement.

"MAINTAIN AT LEAST 12 GAL OF FUEL IN EACH WING TIP FUEL TANK FOR AIRPLANE WEIGHTS AT OR ABOVE 4,330 LBS."

Issued in Kansas City, Missouri, on July 14, 2011.

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

2011-16-05 Eurocopter France (Eurocopter): Amendment 39-16763. Docket No. FAA-2011-0791; Directorate Identifier 2009-SW-29-AD.

Applicability: Eurocopter Model SA-365N and SA-365N1 helicopters, all serial numbers, except helicopters with a crossfeed between the fuel filler necks in which the two fuel tank high level fuel switches have been removed in accordance with modification kit 365A087690.00 or modification 0728B17; certificated in any category.

Compliance: Within 10 hours time-in-service, or 30 days, whichever occurs first, unless accomplished previously.

To prevent exposure of the electrical wires, which could lead to a short circuit and activation of the indicator light without the high fuel level actually being reached; and to prevent a short circuit, which could become an ignition source inside the fuel tank, and result in a fuel tank explosion and subsequent loss of control of the helicopter, accomplish the following:

(a) Disconnect the fuel tank high level fuel switches in accordance with the Accomplishment Instructions, paragraph 2.B.1., and by referring to Figure 1 of Eurocopter Emergency Alert Service Bulletin No. 01.00.63, Revision 1, dated May 13, 2009 (EASB).

(b) For helicopters without a crossfeed between the fuel filler necks, install a placard on or near the center console fuel panel in accordance with the Accomplishment Instructions, paragraph 2.B.2., and by referring to Figures 2 and 3 of the EASB. The placard must use the same unit of measurement as the fuel quantity indicator (i.e., liters (l), kilograms (kg) or pounds (lb)), as depicted in Figure 2 of the EASB.

(c) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Safety Management Group, ATTN: DOT/FAA Southwest Region, George Schwab, Aerospace Engineer, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5114; fax (817) 222-5961, for information about previously approved alternative methods of compliance.

(d) The Joint Aircraft System/Component Code is 2897: Fuel System Wiring.

(e) The actions required by this AD must be done in accordance with specified portions of Eurocopter Emergency Alert Service Bulletin No. 01.00.63, Revision 1, dated May 13, 2009. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, TX 75053-4005, telephone (800) 232-0323, fax (972) 641-3710, or at http://www.eurocopter.com. 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.

(f) This amendment becomes effective on September 12, 2011.

Note: The subject of this AD is addressed in European Aviation Safety Agency (France) Emergency AD No. 2009-0109-E, dated May 7, 2009.

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

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

2011-17-01 AGUSTA S.p.A. (Agusta): Amendment 39-16765; Docket No. FAA-2011-0823; Directorate Identifier 2011-SW-018-AD; supersedes Emergency AD 2010-02-51, issued January 13, 2010.

Applicability: Model A109A, A109A II, A109C, and A109K2 helicopters, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent a crack in a main rotor scissor fitting assembly fixing bolt (fixing bolt), failure of a fixing bolt, and subsequent loss of control of the helicopter, accomplish the following:

(a) Within 5 hours time-in-service (TIS), inspect the main rotor scissor fitting assembly, part number (P/N) 109-0110-67 or P/N 109-0101-58, to determine if there are 2 washers, P/N NAS1149C0432R and P/N NAS1149C0463R, installed under the head of each fixing bolt, P/N 109-0101-78-5, as depicted in Figure 1 of Agusta Mandatory Alert Bollettino Tecnico (BT) No. 109K-53 for Model A109K2 helicopters, and Mandatory Alert BT No. 109-131 for Model A109A, A109A II, and A109C helicopters, both dated December 18, 2009.

(b) If 2 washers are not installed under the head of each fixing bolt, within 25 hours TIS of complying with paragraph (a) of this AD, replace each fixing bolt and install 2 washers under the head of each fixing bolt as depicted in Figures 1 and 2, and by following the Compliance Instructions, Part II, paragraphs 1. through 3.5., of the BT for your helicopter.

(c) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Safety Management Group, ATTN: DOT/FAA Southwest Region, Sharon Miles, Aviation Safety Engineer, Rotorcraft Directorate, ASW-111, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5122, fax (817) 222-5961, for information about previously approved alternative methods of compliance.

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

(e) The inspection and replacement shall be done in accordance with the specified portions of Agusta Mandatory Alert Bollettino Tecnico No. 109K-53 or Agusta Mandatory Alert Bollettino Tecnico No. 109-131, both dated December 18, 2009. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Agusta Westland, Customer Support & Services, Via Per Tornavento 15, 21019 Somma Lombardo (VA) Italy, ATTN: Giovanni Cecchelli; telephone 39-0331-711133; fax 39 0331 711180; or at http://www.agustawestland.com/technical-bullettins. 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.

(f) This amendment becomes effective on September 12, 2011.

Note: The subject of this AD is addressed in European Aviation Safety Agency (Italy) AD No. 2009-0274-E, dated December 18, 2009.

Issued in Fort Worth, Texas, on July 29, 2011.
Kim Smith,
Manager, Rotorcraft Directorate,
Aircraft Certification Service.

2011-17-06 SOCATA: Amendment 39-16770; Docket No. FAA-2011-0530; Directorate Identifier 2011-CE-012-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective September 19, 2011.

Affected ADs

(b) None.

Applicability

(c) This AD applies to SOCATA Model TBM 700 airplanes, serial numbers 1 through 530, 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:

A TBM 700 operator reported a case of elevator trim tab actuator jamming once the trim tab arrived to stop.

The investigations conducted by the trim tab actuator manufacturer have shown that there was a discrepancy with PRECILEC manufacturing process of elevator trim tab actuator which caused this event. It has been determined as well that this discrepancy is limited to a batch of Serial Numbers (S/N).

If not detected and corrected, a jammed trim tab could lead to unusual control forces, resulting in lower controllability, particularly if combined with adverse flight conditions at landing.

For the reasons described above, this AD requires the inspection of the elevators trim tab actuator P/N 6071017251 for identification of S/N and, in case of findings, the replacement of the affected ones with serviceable units.

Actions and Compliance

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

(1) Within 12 months after September 19, 2011 (the effective date of this AD), identify the serial number (S/N) of Left Hand and Right Hand PRECILEC elevator trim tab actuators following DAHER-SOCATA Mandatory Service Bulletin SB 70-190-27, dated January 2011.

(2) If, as a result of the inspection required by paragraph (f)(1) of this AD you find any affected elevator trim tab actuator as listed in DAHER-SOCATA Mandatory Service Bulletin SB 70-190-27, dated January 2011, installed on an airplane, before further flight, replace it with a serviceable part following DAHER-SOCATA Mandatory Service Bulletin SB 70-190-27, dated January 2011.

(3) After September 19, 2011 (the effective date of this AD), do not install on an airplane any PRECILEC elevator trim tab actuator part number 6071017251 with an S/N listed in DAHER-SOCATA Mandatory Service Bulletin SB 70-190-27, dated January 2011, unless it has been repaired in accordance with DAHER-SOCATA Mandatory Service Bulletin SB 70-190-27, dated January 2011.

Note 1: Trim tab actuators repaired by a service center are identified with screw green colored locking varnish as shown in figure 2 of DAHER-SOCATA Mandatory Service Bulletin SB 70-190-27, dated January 2011.

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: Albert Mercado, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4119; fax: (816) 329-4090; e-mail: albert.mercado@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

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

Related Information

(h) Refer to MCAI European Aviation Safety Agency (EASA) AD No.: 2011-0060, dated March 29, 2011 (Correction: March 30, 2011); and DAHER-SOCATA Mandatory Service Bulletin SB 70-190-27, dated January 2011, for related information.

Material Incorporated by Reference

(i) You must use DAHER-SOCATA Mandatory Service Bulletin SB 70-190-27, dated January 2011, 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–Direction des Services–65921 Tarbes Cedex 9–France; telephone +33 (0) 62 41 7300, fax +33 (0) 62 41 76 54, or for North America: SOCATA NORTH AMERICA, 7501 South Airport Road, North Perry Airport (HWO), Pembroke Pines, Florida 33023; telephone: (954) 893-1400; fax: (954) 964-4141; e-mail: mysocata@socata.daher.com; Internet: http://mysocata.com.

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

(4) You may also review copies of the service information 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 July 28, 2011.

Steven W. Thompson,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.

2011-17-07 M7 Aerospace LP: Amendment 39-16771; Docket No. FAA-2011-0832; Directorate Identifier 2011-CE-025-AD.

(a) Effective Date

This AD is effective September 1, 2011.

(b) Affected ADs

AD 87-02-02 (52 FR 2511, January 23, 1987) requires repetitive inspection or replacement of all flight control cables on Models SA226 and SA227 airplanes. This new action requires repetitive replacement of specific flight control cables on affected serial number Model SA226 airplanes that have been modified by installation of a camera system requiring rerouting of the affected flight control cables.

(c) Applicability

This AD applies to the following M7 Aerospace LP airplanes, certificated in any category, as identified in Table 1 of this AD:

Table 1–Applicability

Model –	**Serial Numbers –**
SA226-T	T265, T267
SA226-T(B)	T(B)348
SA226-TC	TC277
SA226-AT	AT071, AT072, AT073

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code: 27, Flight Controls.

(e) Unsafe Condition

This AD was prompted by a report of a failure of a rudder control cable. We are issuing this AD to correct the unsafe condition on these products.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done, following M7 Aerospace LP Service Bulletin 226-27-072, dated June 27, 2011. If the hours time-in-service (TIS) of

the control cables can not be positively determined by the logbook, then you must use hours TIS of the airplane to comply with the requirements of this AD.

(g) Inspection

(1) For cables with more than 6,000 hours TIS: Inspect cables for deficiencies within 10 hours TIS after September 1, 2011 (the effective date of this AD).

(2) If any deficiencies are found during the inspection required in paragraph (g)(1) of this AD, before further flight replace cables.

(h) Replacement

(1) Replace primary control cables within the initial compliance times as listed below and repetitively thereafter at intervals not to exceed 3,500 hours time-in-service (TIS):

(i) For cables with less than or equal to 3,500 hours TIS: Replace cables when the control cables reach a total of 3,500 hours TIS or 150 hours TIS after September 1, 2011 (the effective date of this AD), whichever occurs later.

(ii) For cables with less than or equal to 5,000 hours TIS but greater than 3,500 hours TIS: Replace cables within 150 hours TIS after September 1, 2011 (the effective date of this AD).

(iii) For cables with more than 5,000 hours TIS: Replace cables within 50 hours TIS after September 1, 2011 (the effective date of this AD).

(2) Between 50 hours TIS and 200 hours TIS after installing any new control cable as required in paragraphs (g)(2) or (h)(1) of this AD, check (set) flight control cable tension.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Fort Worth Airplane 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.

(j) Related Information

For more information about this AD, contact Andrew McAnaul, Aerospace Engineer, FAA, ASW-150 (c/o San Antonio MIDO (SW-MIDO-43)), 10100 Reunion Place, Suite 650, San Antonio, Texas 78216; phone: (210) 308-3365; fax: (210) 308-3370; e-mail: andrew.mcanaul@faa.gov.

(k) Material Incorporated by Reference

You must use the following service information 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 (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51 of M7 Aerospace LP Service Bulletin 226-27-072, dated June 27, 2011, on September 1, 2011.

(2) For service information identified in this AD, contact M7 Aerospace, LC, 10823 NE. Entrance Road, San Antonio, Texas 78216; telephone (210) 824-9421; fax: 800-347-5901; e-mail: http://www.m7aerospace.com/page/1/contact_parts.jsp; Web site: http://www.m7aerospace.com.

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

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

Issued in Kansas City, Missouri, on August 2, 2011.

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

2011-17-13 EUROCOPTER FRANCE: Amendment 39-16777; Docket No. FAA-2011-0859; Directorate Identifier 2010-SW-052-AD.

Applicability: Model EC120B helicopters, serial number (S/N) 1500, 1511 through 1630, 1632, 1634, and 1636, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent nonisolation of electrical equipment creating the risk of an uncontrolled electrical fire, do the following:

(a) Before further flight, insert the "Appendix" from the Eurocopter Emergency Alert Service Bulletin No. 24A012, dated April 22, 2010 (EASB), paragraph 3.5., "SMOKE IN THE COCKPIT/CARGO," into the Emergency Procedure section of the Rotorcraft Flight Manual (RFM). After complying with paragraph (b) of this AD, remove the Appendix from the RFM.

(b) Within 15 hours time-in-service (TIS) or 30 days, whichever occurs first, modify the emergency switch electrical wiring by reversing the wires as depicted in Figure 2 and by following the Accomplishment Instructions, paragraph 2.B.1 through 2.B.3, of the EASB. Ground test the modified electrical wiring by following the Accomplishment Instructions, paragraph 2.B.4, of the EASB.

(c) Modifying the emergency switch wiring, obtaining successful ground test results indicating proper operation of the emergency switch, and removing the RFM emergency procedure inserted in complying with paragraph (a) of this AD constitutes terminating action for the requirements of this AD.

(d) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Safety Management Group, ATTN: George Schwab, Aviation Safety Engineer, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone: (817-222-5114); fax: 817-222-5961, for information about previously approved alternative methods of compliance.

(e) The Joint Aircraft System/Component (JASC) Code is 2497: Electrical Power System Wiring.

(f) Modify the electrical wiring and perform the ground tests by following specified portions of Eurocopter Emergency Alert Service Bulletin No. 24A012, dated April 22, 2010. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, TX 75053-4005, telephone (800) 232-0323, fax (972) 641-3710, or at http://www.eurocopter.com. 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.

(g) This amendment becomes effective on September 12, 2011.

Note: The subject of this AD is addressed in European Aviation Safety Agency AD No. 2010-0078-E, dated April 23, 2010.

Issued in Fort Worth, Texas, on August 5, 2011.

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

2011-17-14 AGUSTA S.p.A.: Amendment 39-16678; Docket No. FAA-2011-0861; Directorate Identifier 2010-SW-092-AD.

Applicability: Models A109A and A109A II helicopters, with tail rotor special hub plug (hub plug), part number (P/N) 109-0133-18-103; certificated in any category.

Compliance: Required within 5 hours time-in-service (TIS) or 8 days, whichever occurs first, unless accomplished previously.

To detect an improperly torqued hub plug that could lead to tail rotor failure and subsequent loss of control of the helicopter, accomplish the following:

(a) Determine if the tightening torque value of the hub plug is between 600 kgcm and 700 kgcm.

(b) If the tightening torque value of the hub plug is between 600 kgcm and 700 kgcm, remove and replace the lock washer, P/N 109-0133-17-103, and the o-ring, P/N MS29561-119, with airworthy parts.

(c) If the tightening torque value of the hub plug is greater than 700 kgcm, remove and replace the hub plug, P/N 109-0133-18-103 with an airworthy part. Torque the hub plug to the specified tightening torque between 600 and 700 kgcm.

(d) If the tightening torque value of the hub plug is less than the 600 kgcm, do the following:

(1) Remove the tail rotor hub and blades assembly, P/N 109-0131-02 (all dash numbers).

(2) Inspect the broaching faces (splined area "F") and bearing faces (area "D") of the trunnion, P/N 109-0131-05 or 109-8131-33, for spalling, fretting, or wear by reference to Figure 2 of Agusta Mandatory Alert Bollettino Tecnico No. 109-132, dated October 22, 2010 (BT). If there is spalling, fretting, or wear that is outside allowable damage tolerances specified in Figure 2 of the BT, replace the trunnion with an airworthy trunnion.

(3) Inspect the hub plug, the spacers, P/N 109-0133-16-103 and 109-0130-89-1, and the static stop, P/N 109-0130-27-5, for spalling, fretting, wear, or corrosion. If there is any spalling, fretting, wear, or corrosion, replace the part with an airworthy part.

(4) Inspect the broaching area "H" of the output drive shaft, P/N 109-0445-08-3 or 109-0445-08-7, of the tail rotor gearbox assembly, P/N 109-0440-01, for fretting, wear, or other damage by referring to Figure 3 of the BT. If there is any fretting, wear, or other damage of 0.07 mm or more in depth between loaded and unloaded areas, replace the output drive shaft with an airworthy output drive shaft.

(5) Reinstall the tail rotor hub and blade assembly, and tighten the torque on the hub plug to between 600 kgcm and 700 kgcm.

(6) Accomplish a flap axis play inspection, a flap hinge friction inspection, and a tail rotor dynamic balance.

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

(f) The Joint Aircraft System/Component (JASC) Code is 6500: Tail rotor drive system.

(g) The inspection shall be done in accordance with the specified portions of Agusta Mandatory Alert Bollettino Tecnico No. 109-132, dated October 22, 2010. The Director of the

Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Agusta Westland, Customer Support & Services, Via Per Tornavento 15, 21019 Somma Lombardo (VA) Italy, ATTN: Giovanni Cecchelli; telephone 39-0331-711133; fax 39 0331 711180; or at http://www.agustawestland.com/technical-bullettins. 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 September 12, 2011.

Note: The subject of this AD is addressed in the European Aviation Safety Agency (Italy), Emergency AD 2010-0222-E, dated October 22, 2010.

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

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

2011-17-15 Embraer–Empresa Brasileira de Aeronautica S.A.: Amendment 39-16779; Docket No. FAA-2011-0088; Directorate Identifier 2010-CE-072-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective September 26, 2011.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the following airplanes, certificated in any category:

(1) Group I airplanes:

Empresa Brasileira de Aeronautica S.A. (EMBRAER) EMB-500 airplanes, serial numbers 50000005 through 50000119, 50000121 through 50000130, 50000132 through 50000134, 50000136, 50000137, 50000139, 50000141 through 50000158, 50000160 through 50000162, 50000164, 50000165, 50000167 through 50000175, 50000177, and 50000178, that are equipped with Angle of Attack (AOA) sensors, part number (P/N) C-100117-2 and cover plates P/N 500-01702-401 and/or P/N 500-01702-402.

(2) Group II airplanes:

Empresa Brasileira de Aeronautica S.A. (EMBRAER) EMB-500 airplanes, serial numbers 50000005 through 50000217, 50000219 through 50000221, and 50000226.

Note 1: In-production effectivity–Empresa Brasileira de Aeronautica S.A. (EMBRAER) EMB-500 airplanes, serial numbers 500000218, 50000222 through 50000225, 50000227, and on, have incorporated the actions of this AD at the factory and are not included in the applicability of this AD.

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 that moisture may accumulate and freeze, under certain conditions, in the gap between the AOA vane base assembly and the stationary ring of the sensor's body. If freezing occurs both AOA sensors may get stuck and the Stall Warning Protection System (SWPS) will be no longer effective without alerting. This may result in inadvertent aerodynamic stall and loss of controllability of the airplane.

Since this condition may occur in other airplanes of the same type and affects flight safety, a corrective action is required. Thus, sufficient reason exists to request compliance with this AD in the indicated time limit.

The MCAI requires replacement of both Angle of Attack (AOA) sensors and cover plates, inspection of the sensor area, and, if needed, application of sealant between the AOA covers and the AOA sensors.

Actions and Compliance

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

(1) For group I airplanes: Within 300 hours time-in-service (TIS) after the effective date of this AD or within 12 months after the effective date of this AD, whichever comes first, do the following actions following part I of PHENOM Service Bulletin SB No.: 500-27-0006, Revision No.: 02, dated January 14, 2011:

(i) Replace the left hand (LH) and the right hand (RH) AOA sensors P/N C-100117-2 with LH and RH AOA sensors P/N C-100117-3.

(ii) Replace the LH cover plate P/N 500-01702-401 and the RH cover plate P/N 500-01702-402 with LH cover plate P/N 500-01702-403 and RH cover plate P/N 500-01702-404.

(iii) If, before the effective date of this AD, the replacement actions required in paragraphs (f)(1)(i) and (f)(1)(ii) of this AD have already been done following PHENOM Service Bulletin SB No.: 500-27-0006, dated September 2, 2010, and/or PHENOM Service Bulletin SB No.: 500-27-0006, Revision No.: 01, dated November 29, 2010, we will allow "unless already done" credit for corrective actions already done.

(2) For group I and group II airplanes: Within 300 hours TIS after the effective date of this AD or within 12 months after the effective date of this AD, whichever comes first, inspect the interface between the AOA covers and the AOA sensors, and, if the sealant is missing, clean the areas and apply new sealant following part II of PHENOM Service Bulletin SB No.: 500-27-0006, Revision No.: 02, dated January 14, 2011.

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: Jim Rutherford, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4165; fax: (816) 329-4090; e-mail: jim.rutherford@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

(3) Reporting Requirements: For any reporting requirement in this AD, a Federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a

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

Related Information

(h) Refer to AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL–BRAZIL (ANAC), NPR/AD 2011-500-02, dated March 31, 2011; MCAI AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL–BRAZIL (ANAC), AD No.: 2010-11-01, dated December 20, 2010; and PHENOM Service Bulletin SB No.: 500-27-0006, Revision No.: 02, dated January 14, 2011; for related information.

Material Incorporated by Reference

(i) You must use PHENOM Service Bulletin SB No.: 500-27-0006, Revision No.: 02, dated January 14, 2011, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact EMBRAER Empresa Brasileira de Aeronáutica S.A., Phenom Maintenance Support, Av. Brig. Farina Lima, 2170, Sao Jose dos Campos-SP, CEP: 12227-901–P.O. Box: 36/2, BRASIL; telephone: ++55 12 3927-5383; fax: ++55 12 3927-2619; e-mail: phenom.reliability@embraer.com.br; Internet: http://www.embraer.com.br.

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

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

Issued in Kansas City, Missouri on August 9, 2011.

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

FAA
Aviation Safety

EMERGENCY AIRWORTHINESS DIRECTIVE

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

DATE: August 17, 2011
AD #: 2011-18-51

Emergency airworthiness directive (AD) 2011-18-51 is sent to owners and operators of airplanes with Honeywell International, Inc. TPE331 model turboprop engines installed.

Background
This emergency AD was prompted by an excessive failure rate of part manufacturer approval (PMA) main shaft bearings, part number (P/N) 3108098-1WD, manufactured by Dixie Aerospace, LLC, installed in Honeywell International, Inc. TPE331 model turboprop engines. The bearings were manufactured with inadequate inner ring guide flange clearance. The main shaft axial compressive loads combined with the inadequate clearance have a high probability of leading to a condition where the rollers are pinched between the inner ring guide flanges, leading to premature bearing failure and engine main rotor seizure. The bearing failure mechanism is severe and sudden. This condition, if not corrected, could result in engine main rotor seizure resulting in engine damage, shutdown, and damage to the airplane.

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 design.

AD Requirements
This AD requires an inspection of records to determine if a Dixie Aerospace, LLC main shaft bearing, P/N 3108098-1WD, is installed in Honeywell International, Inc. TPE331 model turboprop engines. Within 10 operating hours, affected bearings must be removed from service.

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.

2011-18-51 Honeywell International, Inc.: Directorate Identifier 2011-NE-28-AD.

Effective Date
(a) This Emergency AD is effective upon receipt.

Affected ADs
(b) None.

Applicability
(c) This emergency AD applies to all Honeywell International, Inc. TPE331 model turboprop engines with a Dixie Aerospace, LLC main shaft bearing, P/N 3108098-1WD, installed.

Unsafe Condition
(d) This AD was prompted by a report of a main shaft bearing seizure event occurring after about 100 operating hours after installation of a part manufacturer approval (PMA) main shaft bearing, part number (P/N) 3108098-1WD, manufactured by Dixie Aerospace, LLC. This bearing failure mechanism is severe and sudden. We are issuing this AD to prevent engine main rotor seizure resulting in engine damage, shutdown, and damage to the airplane.

Compliance
(e) Comply with this AD within the compliance times specified, unless already done.
(f) For all airplanes with a Honeywell International, Inc. TPE331 model turboprop engine installed, where the engine was overhauled or replaced since February 1, 2010:
(1) Within 10 operating hours, inspect the airplane records to determine if a Dixie Aerospace, LLC main shaft bearing, P/N 3108098-1WD, is installed in the engine.
(2) Remove all Dixie Aerospace, LLC main shaft bearings, P/N 3108098-1WD, from service, before further flight.

Alternative Methods of Compliance (AMOCs)
(g) The Manager, Atlanta Aircraft 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
(h) For further information about this AD, contact: Juanita Craft, Aerospace Engineer, Atlanta Aircraft Certification Office, FAA, Atlanta Aircraft Certification Office, 1701 Columbia Avenue, College Park, GA 30337; phone: 404-474-5584; fax: 404-474-5606; e-mail: juanita.craft@faa.gov.

Issued in Burlington, Massachusetts, on August 17, 2011.
Peter A. White,
Manager, Engine & Propeller Directorate,
Aircraft Certification Service.

FAA
Aviation Safety

EMERGENCY AIRWORTHINESS DIRECTIVE

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

DATE: August 26, 2011
AD #: 2011-18-52

Send to all U.S. owners and operators of Agusta S.p.A. (Agusta) Model AB139 and AW139 helicopters.

This Emergency Airworthiness Directive (AD) is prompted by a fatal accident involving an Agusta Model AW139 helicopter, which may have been caused by cracks in a tail rotor (T/R) blade. This condition, if not detected and corrected, could result in failure of a T/R blade, and subsequent loss of control of the helicopter.

We have reviewed Agusta Bollettino Tecnico (BT) No. 139-265, dated August 25, 2011 (BT No. 139-265), which supersedes Agusta BT No. 139-251, dated May 6, 2011, for the Model AB139 and AW139 helicopters. The BT specifies, within 25 flight hours and at subsequent intervals of every 25 flight hours thereafter, visually inspecting the T/R blades, part number (P/N) 3G6410A00131 or P/N 4G6410A00131, for a crack or signs of damage using a mirror, magnifying glass (5X or greater), and a "hand torch" (flashlight). If there is a crack or signs of damage, the BT specifies sending the damaged blade along with certain data to the manufacturer. In addition, for helicopters with more than 600 flight hours or more than 1,500 landings, whichever occurs first, the BT specifies replacing the T/R blades with blades that have less than 600 flight hours and less than 1,500 landings. The BT specifies sending certain data to the manufacturer regarding the removed T/R blades.

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA Emergency AD No. 2011-0156-E, dated August 25, 2011, to correct an unsafe condition for the Agusta Model AB139 and AW139 helicopters. EASA advises that in early 2011, there was a reported occurrence of T/R dynamic "unbalance" on a Model AW139 helicopter. Pending the results of the investigation into that occurrence, EASA issued AD No. 2011-0081, dated May 9, 2011, to require, as a precautionary measure, repetitive inspections of the T/R blades. After that AD was issued, a fatal accident occurred with another Model AW139 helicopter on August 19, 2011, possibly caused by cracks in a T/R blade. EASA advises that this condition, if not detected and corrected, could lead to a T/R structural failure, resulting in loss of control of the helicopter. EASA classified Agusta BT No. 139-265 as mandatory and issued Emergency AD No. 2011-0156-E to ensure the continued airworthiness of these helicopters.

These helicopters have been approved by the aviation authority of Italy, and are approved for operation in the United States. Pursuant to our bilateral agreement with Italy, EASA, their technical representative, has notified us of the unsafe condition described in their AD. We are issuing this AD because we evaluated all information provided by EASA and determined the unsafe condition exists and is likely to exist or develop on other helicopters of these same type designs. Therefore, this AD is being issued to detect and prevent a crack in a T/R blade, which could lead to failure of a T/R blade, and subsequent loss of control of the helicopter. We consider this AD interim action. If final action is later identified, we might consider further rulemaking.

This AD requires, for Model AB139 and AW139 helicopters with T/R blades, P/N 3G6410A00131 or 4G6410A00131, the following actions:

- Within 5 hours time-in-service (TIS), establish a life limit of 600 hours TIS or 1,500 takeoff and landing cycles (cycles), whichever occurs first, on the affected T/R blades and update the helicopter's historical records. If a T/R blade's total number of cycles is unknown, determine the T/R blade cycles by multiplying the T/R blade's hours TIS by 4.

- For a T/R blade that, on the effective date of this AD, has already exceeded 600 hours TIS or 1,500 cycles, within 5 hours TIS replace the T/R blade with an airworthy T/R blade.

- Within 25 hours TIS, and thereafter at intervals not to exceed 25 hours TIS, visually inspect the T/R blade for a crack or damage that exceeds the limits of the applicable maintenance manual. Inspect the T/R blade using a mirror, magnifying glass (5X or greater), and light source; or borescope.

- If there is a crack, or if there is damage that exceeds the limits of the applicable maintenance manual, before further flight, replace the T/R blade with an airworthy T/R blade.

This AD differs from the EASA AD in that we use the term "take-off and landing cycles" and EASA uses the term "flight cycles". In addition, we use the term "hours time-in-service" to describe compliance times, and EASA uses "flight hours". EASA's AD requires you to contact the manufacturer if there is a crack in a T/R blade, and our AD does not require that action. Finally, our AD requires, within 5 hours TIS, replacing a T/R blade that has exceeded the newly revised life limits. EASA's AD requires replacement of the T/R blade within 5 flight hours or 30 days, whichever occurs first.

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

2011-18-52 AGUSTA S.p.A (AGUSTA): Directorate Identifier 2011-SW-055-AD.

Applicability: Agusta Model AB139 and AW139 helicopters, with tail rotor (T/R) blades, part number P/N 3G6410A00131 or P/N 4G6410A00131, certificated in any category.

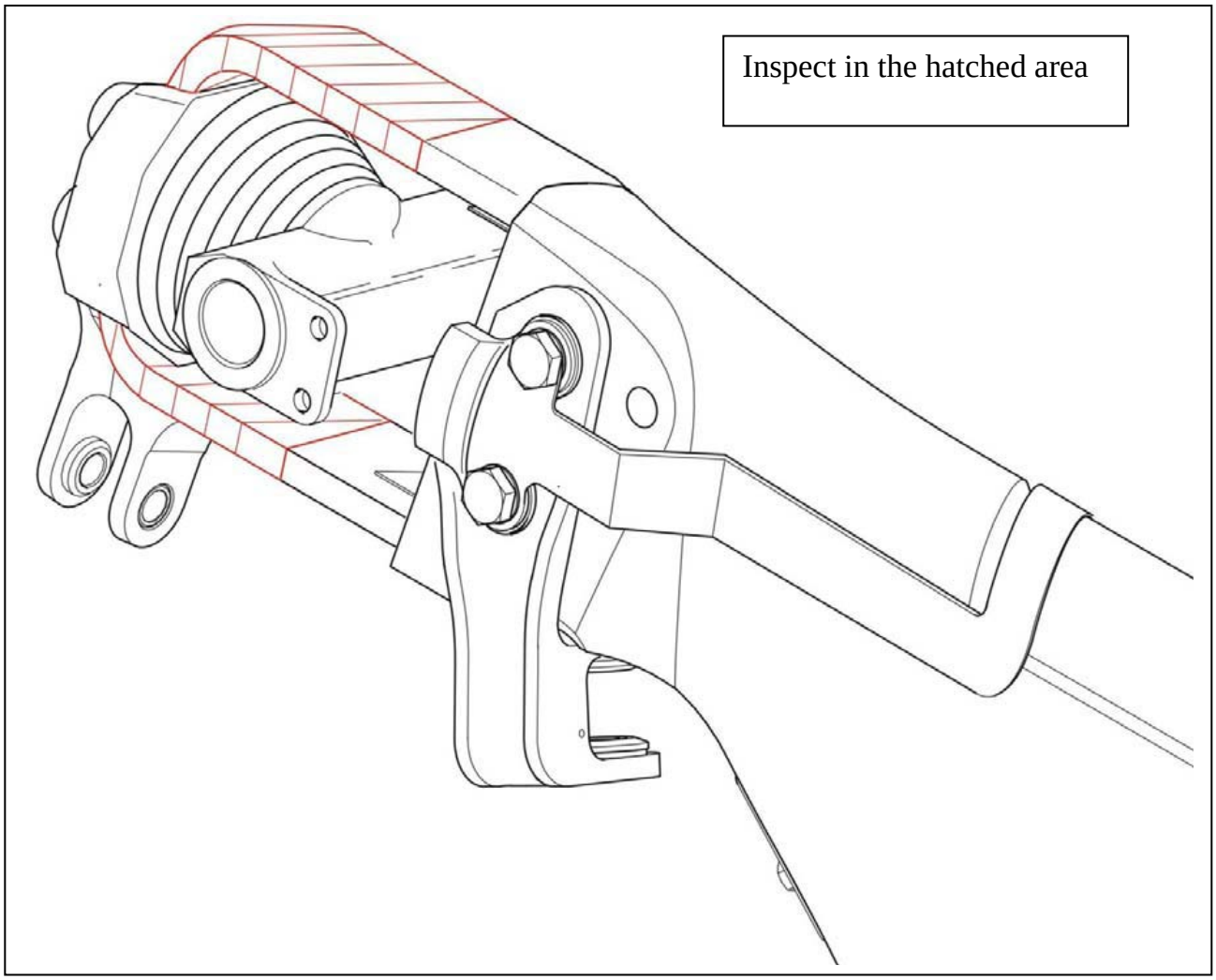
Compliance: Required as indicated, unless accomplished previously.

To detect and prevent a crack in a T/R blade, which could lead to failure of a T/R blade, and subsequent loss of control of the helicopter, accomplish the following:

(a) Within 5 hours time-in-service (TIS), establish a life limit of 600 hours TIS or 1,500 takeoff and landing cycles (cycles), whichever occurs first, on the affected T/R blades and update the helicopter's historical records. If a T/R blade's total number of cycles is unknown, determine the T/R blade cycles by multiplying the T/R blade's hours TIS by 4.

(b) For a T/R blade that, on the effective date of this AD, has already exceeded 600 hours TIS or 1,500 cycles, within 5 hours TIS replace the T/R blade with an airworthy T/R blade.

(c) Within 25 hours TIS, and thereafter at intervals not to exceed 25 hours TIS, visually inspect the T/R blade for a crack or damage that exceeds the limits of the applicable maintenance manual. Inspect in the area depicted in the following figure using a mirror, magnifying glass (5X or greater), and light source; or borescope.



(d) If there is a crack, or if there is damage that exceeds the limits of the applicable maintenance manual, before further flight, replace the T/R blade with an airworthy T/R blade.

(e) This AD revises the Airworthiness Limitations Section of the maintenance manual by reducing the life limit of the T/R blade to 600 hours TIS or 1,500 cycles.

(f) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Safety Management Group, FAA, ATTN: Jim Grigg, Manager, FAA, Safety Management Group, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone: (817) 222-5126; fax: (817) 222-5961, for information about previously approved alternative methods of compliance.

(g) Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the requirements of this AD can be accomplished provided that there is minimal flight crew and there are no passengers.

(h) The Joint Aircraft System/Component (JASC) Code 6410 is: Tail rotor blade.

(i) Copies of the applicable service information may be obtained from Agusta Westland, Customer Support & Services, Via Per Tornavento 15, 21019 Somma Lombardo (VA) Italy, ATTN: Giovanni Cecchelli; telephone 39- 0331-711133; fax 39 0331 711180; or at http://www.agustawestland.com/technical-bullettins.

(j) Emergency AD 2011-18-52 issued August 26, 2011, becomes effective upon receipt.

Note: The subject of this AD is addressed in European Aviation Safety Agency (Italy) Emergency AD No. 2011-0156-E, dated August 25, 2011.

For further information, contact: Jim Grigg, Manager, FAA, Safety Management Group, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone: (817) 222-5126; fax: (817) 222-5961.

Issued in Fort Worth, Texas, on August 25, 2011

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