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

**BIWEEKLY 2009-18**

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
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;			
<b>Biweekly 2009-01</b>			
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
<b>Biweekly 2009-02</b>			
No Small Aircraft ADs were issued during Biweekly 2009-02.			
<b>Biweekly 2009-03</b>			
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
<b>Biweekly 2009-04</b>			
No Small Aircraft ADs were issued during Biweekly 2009-04.			
<b>Biweekly 2009-05</b>			
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
<b>Biweekly 2009-06</b>			
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
<b>Biweekly 2009-07</b>			
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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<b>Biweekly 2009-08</b>			
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
<b>Biweekly 2009-09</b>			
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
<b>Biweekly 2009-10</b>			
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
<b>Biweekly 2009-11</b>			
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
<b>Biweekly 2009-12</b>			
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
<b>Biweekly 2009-13</b>			
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



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**2009-17-05 Honeywell International Inc. (formerly AlliedSignal Inc., Garrett Engine Division; Garrett Turbine Engine Company; and AiResearch Manufacturing Company of Arizona):**  
Amendment 39-15996. Docket No. FAA-2009-0555; Directorate Identifier 2009-NE-18-AD.

**Effective Date**

(a) This airworthiness directive (AD) becomes effective September 1, 2009.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to Honeywell International Inc. TPE331-10 and TPE331-11 series turboprop engines with a first stage turbine disk, P/N 3101520-1 or 3107079-1, serial number 2-03501-2299, 2-03501-2300, 2-03501-2301, 2-03501-2302, or 2-03501-2304 installed. These engines are installed on, but not limited to, the following airplanes: British Aerospace Jetstream 3201 series, Cessna Aircraft Company Model 441 Conquest, Construcciones Aeronauticas, S.A. (CASA) C-212 series, Dornier Luftfahrt Dornier 228 series, Hawker Beechcraft (formerly Raytheon, formerly Beech) B100, C90 and E90, M7 Aerospace (formerly Fairchild) SA226 and SA227 series (Swearingen Merlin and Metro series), Mitsubishi MU-2B series (MU-2 series), PZL M18 series, and Twin Commander 680 and 690 series (Jetprop Commander).

**Unsafe Condition**

(d) This AD results from a report of an uncontained failure of a first stage turbine disk that had a metallurgical defect. We are issuing this AD to prevent uncontained failure of the first stage turbine disk and damage to the airplane.

**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.

**Removal of First Stage Turbine Disks From Service**

(f) Within 25 flight hours or 25 cycles-in-service after the effective date of this AD, whichever occurs first, remove from service first stage turbine disks, P/N 3101520-1 and P/N 3107079-1, serial numbers 2-03501-2299, 2-03501-2300, 2-03501-2301, 2-03501-2302, and 2-03501-2304.

### **Installation Prohibition**

(g) After the effective date of this AD, do not install first stage turbine disks, P/N 3101520-1 and P/N 3107079-1, serial numbers 2-03501-2299, 2-03501-2300, 2-03501-2301, 2-03501-2302, and 2-03501-2304, into any engine.

### **Alternative Methods of Compliance**

(h) 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**

(i) Contact Joseph Costa, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712-4137; e-mail: joseph.costa@faa.gov; telephone (562) 627-5246; fax (562) 627-5210, for more information about this AD.

(j) Honeywell International Inc. Alert Service Bulletin No. TPE331-72-A2150, dated June 13, 2008, pertains to the subject of this AD. Contact Honeywell International Inc., 111 S. 34th Street, Phoenix, AZ 85034-2802; Web site: <http://portal.honeywell.com>, for a copy of this service information, and for coordinating disk returns with the Honeywell Complete Customer Care Center.

### **Material Incorporated by Reference**

(k) None.

Issued in Burlington, Massachusetts, on August 11, 2009.  
Karen Grant,  
Acting Manager, Engine and Propeller Directorate,  
Aircraft Certification Service.



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**2009-18-03 Pilatus Aircraft Ltd.:** Amendment 39-15999; Docket No. FAA-2009-0622; Directorate Identifier 2009-CE-034-AD.

**Effective Date**

- (a) This airworthiness directive (AD) becomes effective October 1, 2009.

**Affected ADs**

- (b) This AD supersedes AD 2007-19-14, Amendment 39-15205.

**Applicability**

(c) This AD applies to Models 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 airplanes, manufacturer serial numbers (MSN) 101 through 999 and MSN 2001 through 2092, certificated in any category.

Note 1: These airplanes are also identified as Fairchild Republic Company PC-6 airplanes, Fairchild Industries PC-6 airplanes, Fairchild Heli Porter PC-6 airplanes, or Fairchild-Hiller Corporation PC-6 airplanes.

**Subject**

- (d) Air Transport Association of America (ATA) Code 57: Wings.

**Reason**

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

Findings of corrosion, wear and cracks in the upper wing strut fittings on some PC-6 aircraft have been reported in the past. It is possible that the spherical bearing of the wing strut fittings installed in the underwing can be loose in the fitting or cannot rotate because of corrosion. In this condition, the joint cannot function as designed and fatigue cracks may then develop. Undetected cracks, wear and/or corrosion in this area could cause failure of the upper attachment fitting, leading to failure of the wing structure and subsequent loss of control of the aircraft.

To address this problem, FOCA published AD TM-L Nr. 80.627-6/Index 72-2 and HB-2006-400 and EASA published AD 2007-0114 to require specific inspections and to

obtain a fleet status. Since the issuance of AD 2007-0114, the reported data proved that it was necessary to establish and require repetitive inspections.

EASA published Emergency AD 2007-0241-E to extend the applicability and to require repetitive eddy current and visual inspections of the upper wing strut fitting for evidence of cracks, wear and/or corrosion and examination of the spherical bearing and replacement of cracked fittings. Collected data received in response to Emergency AD 2007-0241-E resulted in the issuance of EASA AD 2007-0241R1 that permitted extending the intervals for the repetitive eddy current and visual inspections from 100 Flight Hours (FH) to 300 FH and from 150 Flight Cycles (FC) to 450 FC, respectively. In addition, oversized bolts were introduced by Pilatus PC-6 Service Bulletin (SB) 57-005 R1 and the fitting replacement procedure was adjusted accordingly.

Based on fatigue test results, EASA AD 2007-0241R2 was issued to extend the repetitive inspection interval to 1 100 FH or 12 calendar months, whichever occurs first, and to delete the related flight cycle intervals and the requirement for the "Mild Corrosion Severity Zone". In addition, some editorial changes have been made for reasons of standardization and readability.

Revision 3 of this AD refers to the latest revision of the PC-6 Aircraft Maintenance Manual (AMM) Chapter 5 limitations which includes the same repetitive inspection intervals and procedures already mandated in the revision 2 of AD 2007-0241. Besides the inspections, the latest revision of the PC-6 AMM contains the replacement procedures for the fittings.

Additionally, it is possible to replace the wing strut fitting with a new designed wing strut fitting. With this optional part replacement, in the repetitive inspection procedure the 1 100 FH interval is deleted so that only calendar defined intervals of inspections remain applicable.

## **Actions and Compliance**

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

(1) For airplanes that have not had both wing strut fittings replaced within the last 100 hours time-in-service (TIS) before September 26, 2007 (the effective date of AD 2007-19-14), or have not been inspected using an eddy current inspection method following Pilatus Aircraft Ltd. Pilatus PC-6 Service Bulletin No. 57-004, dated April 16, 2007, within the last 100 hours TIS before September 26, 2007 (the effective date of AD 2007-19-14): Before further flight after September 26, 2007 (the effective date of AD 2007-19-14), visually inspect the upper wing strut fittings and examine the spherical bearings following the Pilatus Aircraft Ltd. Pilatus PC-6 Service Bulletin No. 57-005, REV No. 2, dated May 19, 2008.

(2) For all airplanes: Within 25 hours TIS after September 26, 2007 (the effective date of AD 2007-19-14), or within 30 days after September 26, 2007 (the effective date of AD 2007-19-14), whichever occurs first, visually and using eddy current methods, inspect the upper wing strut fittings and examine the spherical bearings following Pilatus Aircraft Ltd. Pilatus PC-6 Service Bulletin No. 57-005, REV No. 2, dated May 19, 2008.

(3) After doing the inspection specified in paragraph (f)(2) of this AD or replacing the upper wing strut fitting, repetitively do the following inspections:

(i) For all airplanes: at intervals not to exceed every 3 calendar months visually inspect the upper wing strut fittings and examine the spherical bearings following Chapter 57-00-02 of Pilatus Aircraft Ltd. Pilatus PC-6 Aircraft Maintenance Manual, dated November 30, 2008 (referenced as revision 9 in European Aviation Safety Agency (EASA) AD No.: 2007-0241R3). For airplanes equipped with wing strut fitting part number (P/N) 6102.0041.00, P/N 111.35.06.055, P/N 111.35.06.056, P/N 111.35.06.184, P/N 111.35.06.185, or P/N 111.35.06.186, you may also do these inspections following Pilatus Aircraft Ltd. Pilatus PC-6 Service Bulletin No. 57-005, REV No. 2, dated May 19, 2008.

(ii) For airplanes equipped with wing strut fitting P/N 6102.0041.00, P/N 111.35.06.055, P/N 111.35.06.056, P/N 111.35.06.184, P/N 111.35.06.185, or P/N 111.35.06.186: at intervals not to exceed every 1,100 hours TIS or 12 calendar months, whichever occurs first, visually and using eddy current methods, inspect the upper wing strut fittings and examine the spherical bearings following Pilatus Aircraft Ltd. Pilatus PC-6 Service Bulletin No. 57-005, REV No. 2, dated May 19, 2008, or Chapter 57-00-02 of Pilatus Aircraft Ltd. Pilatus PC-6 Aircraft Maintenance Manual, dated November 30, 2008 (referenced as revision 9 in EASA AD No.: 2007-0241R3).

(iii) For airplanes equipped with wing strut fitting P/N 111.35.06.193, P/N 111.35.06.194, or P/N 111.35.06.195: at intervals not to exceed every 12 calendar months, visually and using eddy current methods, inspect the upper wing strut fittings and examine the spherical bearings following Chapter 57-00-02 of Pilatus Aircraft Ltd. Pilatus PC-6 Aircraft Maintenance Manual, dated November 30, 2008 (referenced as revision 9 in EASA AD No.: 2007-0241R3).

(4) You may also take "unless already done" credit for any inspection specified in paragraphs (f)(1), (f)(2), or (f)(3) of this AD if done before October 1, 2009 (the effective date of this AD) following Pilatus Aircraft Ltd. Pilatus PC-6 Service Bulletin No. 57-005, dated August 30, 2007; or Pilatus Aircraft Ltd. Pilatus PC-6 Service Bulletin No. 57-005, REV No. 1, dated November 19, 2007.

(5) For all airplanes: If during any inspection required by paragraphs (f)(1), (f)(2), or (f)(3) of this AD you find cracks in the upper wing strut fitting or the spherical bearing is not in conformity, before further flight, replace the cracked upper wing strut fitting and/or the nonconforming spherical bearing following Chapter 57-00-02 of Pilatus Aircraft Ltd. Pilatus PC-6 Aircraft Maintenance Manual, dated November 30, 2008 (referenced as revision 9 in EASA AD No.: 2007-0241R3).

(6) For all airplanes: Replacement of one or both upper wing strut fitting(s) does not terminate the repetitive inspection specified in paragraph (f)(3) of this AD.

### **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):

(i) 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: Doug Rudolph,

Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; 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.

(ii) AMOCs approved for AD 2007-19-14 are not approved for this AD.

(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.: 2007-0241R3, dated May 6, 2009; Pilatus Aircraft Ltd. Pilatus PC-6 Service Bulletin No. 57-005, REV No. 2, dated May 19, 2008; Pilatus Aircraft Ltd. Pilatus PC-6 Service Bulletin No. 57-005, REV No. 1, dated November 19, 2007; Pilatus Aircraft Ltd. Pilatus PC-6 Service Bulletin No. 57-005, dated August 30, 2007; Pilatus Aircraft Ltd. Pilatus PC-6 Service Bulletin No. 57-004, dated April 16, 2007; and Chapter 57-00-02 of Pilatus Aircraft Ltd. Pilatus PC-6 Aircraft Maintenance Manual, dated November 30, 2008 (referenced as revision 9 in EASA AD No.: 2007-0241R3), for related information.

### **Material Incorporated by Reference**

(i) You must use Pilatus Aircraft Ltd. Pilatus PC-6 Service Bulletin No. 57-005, REV No. 2, dated May 19, 2008; and Chapter 57-00-02 of Pilatus Aircraft Ltd. Pilatus PC-6 Aircraft Maintenance Manual, dated November 30, 2008 (referenced as revision 9 in EASA AD No.: 2007-0241R3), 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 Pilatus Aircraft Ltd. Pilatus PC-6 Service Bulletin No. 57-005, REV No. 2, dated May 19, 2008, and Chapter 57-00-02 of Pilatus Aircraft Ltd. Pilatus PC-6 Aircraft Maintenance Manual, dated November 30, 2008 (referenced as revision 9 in EASA AD No.: 2007-0241R3), under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Pilatus Aircraft Ltd., Customer Liaison Manager, CH 6371 STANS, Switzerland; telephone: + 41 (0)41 619 6580; fax: + 41 (0)41 619 6576; e-mail: fodermatt@pilatus aircraft.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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Kansas City, Missouri, on August 18, 2009.  
Scott A. Horn,  
Acting Manager, Small Airplane Directorate,  
Aircraft Certification Service.



**2009-18-04 Air Tractor, Inc.:** Amendment 39-16000; Docket No. FAA-2009-0489; Directorate Identifier 2009-CE-025-AD.

**Effective Date**

(a) This AD becomes effective on October 1, 2009.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to Models AT-802 and AT-802A airplanes, serial numbers 802/802A-001 through 802/802A-0319, that are certificated in any category.

**Unsafe Condition**

(d) This AD results from a report of the rudder pedal cable becoming jammed in flight. We are proposing this AD to prevent jamming of the rudder-aileron interconnect cables by unsecured items in the baggage compartment, which could result in failure of the rudder-aileron interconnect cable system. This failure could lead to loss of control.

**Compliance**

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

<b>Actions</b>	<b>Compliance</b>	<b>Procedures</b>
(1) Secure any items stowed in the baggage compartment using tie down straps and/or a cargo net.	Before further flight after October 1, 2009(the effective date of this AD) until the installation of the rudder-aileron interconnect cable shield kit required in paragraph (e)(2) of this AD is done.	Not applicable.

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<p>(2) Install the following rudder-aileron interconnect cable shield kit, as applicable.</p> <p>(i) For all airplanes equipped for agricultural spray operations and all fire-fighting airplanes retrofitted with Gen II Fire Retardant Delivery System relay box, install cable shield kit SL#274.</p> <p>(ii) For all fire-fighting airplanes not equipped with Gen II Fire Retardant Delivery System relay box, install cable shield kit SL#274-2.</p> <p>(iii) Installation of the applicable cable shield kit SL#274 or SL#274-2 terminates the requirement of paragraph (e)(1) of this AD.</p>	<p>No later than December 31, 2009.</p>	<p>Snow Engineering Co., Service Letter #274, Revision A, dated April 6, 2009.</p>
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### **Alternative Methods of Compliance (AMOCs)**

(f) 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. Send information to ATTN: Andy McAnaul, Aerospace Engineer, 10100 Reunion Pl., Ste. 650, San Antonio, Texas 78216; telephone: (210) 308-3365; fax: (210) 308-3370. 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 Snow Engineering Co., Service Letter 274, Revision A, dated April 6, 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 Air Tractor, Inc., P.O. Box 485, Olney, Texas 76374; telephone: (940) 564-5616; facsimile: (940) 564-5612; e-mail: [parts@airtractor.com](mailto:parts@airtractor.com); Internet: <http://www.airtractor.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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Kansas City, Missouri, on August 18, 2009.  
Scott A. Horn,  
Acting Manager, Small Airplane Directorate,  
Aircraft Certification Service.