



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

BIWEEKLY 2007-22

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

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Federal Aviation Administration
Regulatory Support Division
Delegation and Airworthiness Programs Branch, AIR-140
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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

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

Biweekly 2007-01

2006-26-03		Alpha Aviation Design Limited	R2160
2006-26-07		Turbomeca	Engine: Arrius 2B1, 2B1A, and 2B2 turboshaft
2006-26-08		Raytheon Aircraft Company	390

Biweekly 2007-02

2007-01-03		Stemme GMBH & Co. KG	Gliders: S10-VT
2007-01-04		Turbomeca	Engine: Artouste III B and III B1 turboshaft
2007-01-05		Sikorsky Aircraft Corporation	Rotorcraft: S-61L, N, R, and NM
2007-01-06	S 2004-24-08	Bell Helicopter Textron Canada	Rotorcraft: 206A, B, L, L-1, L-3, and L-4

Biweekly 2007-03

2007-02-04		SOCATA-Groupe Aerospatiale	TB 20 and TB 21
2007-02-08		EADS SOCATA	TBM 700
2007-02-11	S 2002-21-11	EXTRA Flugzeugproduktions- und Vertriebs-GmbH	EA-300, EA-300L, EA-300S, EA-300/200
2007-02-12		Reims Aviation	F406
2007-02-13		DORNIER LUFTFAHRT	228-212
2007-02-17		Turbomeca	Engine: Arriel -1A, -1A1, -1A2, -1B, -1B2, -1C, -1C1, -1C2, -1D, -1D, -1D1, -1K1, -1E, -1E2, -1S, and -1S1 series
2007-03-06		Pilatus Aircraft Limited	PC-12 and PC-12/45
2007-03-08		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
2007-03-14		Turbomeca	Engine: Arriel 2B1

Biweekly 2007-04

2003-17-05R1	R 2003-17-05	Short Brothers	SC-7 series 2 and SC-7 series 3
2004-23-02	COR	Raytheon	65, 90, 99, 100, 200, 1900, 70, and 300
2005-17-17 R1	R 2005-17-17	Turbomeca S.A.	Engine: Arrius 2F turboshaft
2007-03-16		EADS Socata	TBM 700
2007-03-17		EADS Socata	TBM 700
2007-03-20		Turbomeca S.A.	Engine: Makila 1A and 1A1 turboshaft
2007-04-01		Pacific Aerospace	750XL
2007-04-02		CTRM Aviation Sdn.	Eagle 150B
2007-04-08		EADS	TBM 700
2007-04-12		Gippsland Aeronautics Pty.	GA8
2007-04-13		EADS	TBM 700
2007-04-51	E	General Electric Aircraft Engines	Engine: CF34-3A1/-3B/-3B1
2007-05-51	E	MD Helicopters Inc.	MD600N

Biweekly 2007-05

2007-04-19		Superior Air Parts, Inc.	Appliance: Cast cylinder assemblies
2007-04-25		Alpha Aviation Design	R2160

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Biweekly 2007-06

2007-04-01	COR	Pacific Aerospace Corporation Ltd	750XL
2007-05-03		Alpha Aviation Design Limited	R2160
2007-05-04		Mooney Airplane Company, Inc	M20M and M20R
2007-05-05		SOCATA-Groupe AEROSPATIALE	M.S. 760, M.S. 760 A, and M.S. 760 B
2007-05-09		REIMS AVIATION S.A	F406
2007-05-10		Cessna Aircraft Company	172R, 172S, 182S, 182T, T182T, 206H, T206H
2007-05-15	S 2005-20-04	Teledyne Continental Motors	Engine: GTSIO-520 series reciprocating
2007-05-18		EADS SOCATA	TBM 700
2007-05-19		Glasflugel	Sailplane: H 301 "Libelle," H 301B "Libelle," Standard "Libelle," and Standard Libelle-201B
2007-05-20		Microturbo	Appliance: Auxiliary Power Units (APU)
2007-06-01		Raytheon Aircraft Company	Beech 45 (YT-34), A45 (T34A, B-45), D45 (T-34B)
2007-06-04		EADS SOCATA	TBM 700
2007-06-06		B-N Group Ltd	BN-2, BN-2A, BN-2B, BN-2T, and BN-2T-4R Series
2007-06-07		Raytheon Aircraft Company	58 and G58
2007-06-08		PZL-Bielsko	Glider: SZD-50-3 "Puchacz"
2007-06-11		EADS SOCATA	TBM 700
2007-06-14		EADS SOCATA	TBM 700

Biweekly 2007-07

2006-26-51	FR	Eurocopter Deutschland GmbH	Rotorcraft: MBB-BK 117 C-2
2007-06-01	COR	Raytheon	Beech 45 (YT-34), A45 (T34A, B-45), D45 (T-34B)
2007-06-15		Eurocopter France	Rotorcraft: AS350B, AS350B1, AS350B2, AS350B3, AS350BA, AS350C, AS350D, and AS350D1
2007-06-16		Alpha Aviation Design Limited	R2160

Biweekly 2007-08

2007-04-19 R1	R 2007-04-19	Superior Air Parts, Inc	Appliance: Cylinder assemblies
2007-06-01 R1	R 2007-06-01	Raytheon	Beech 45 (YT-34), A45 (T34A, B-45), D45 (T-34B)
2007-07-06		Columbia Aircraft Manufacturing	LC40-550FG, LC41-550FG, LC42-550FG
2007-08-02		Hartzell Propeller Inc.	Propeller: HC-E4A-3()/E10950()
2007-08-03		Cessna	172R, 172S, 182T, T182T, 206H, T206H
2007-08-04		McCauley Propeller	Propeller: 3A32C406/82NDB-X and D3A32C409/82NDB-X
2007-08-06		British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201
2007-08-07		LATINOAMERICANA DE AVIACIÓN	PA-25, PA-25-235, and PA-25-260,

Biweekly 2007-09

2005-13-25R1	R 2005-13-25	Turbomeca S.A	Engine: Arriel 2B turboshaft
2007-05-51		MD Helicopters Inc. (MDHI)	Rotorcraft: MD600N
2007-08-08	S 72-22-01	Raytheon Aircraft Company	See AD
2007-09-01		Cessna Aircraft Company	182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, and 182R
2007-09-02		REIMS AVIATION S.A	F406
2007-09-51	E	MD Helicopters	Rotorcraft: 369 (Army YOH-6A), 369A (Army OH-6A), 369H, 369HM, 369HS, 369HE, 369D, 369E, 369F, and 369FF

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Biweekly 2007-10

2007-09-01	COR	Cessna Aircraft Company	182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, and 182R
2007-09-05		APEX Aircraft	CAP 10 B
2007-09-06		APEX Aircraft	CAP 10 B
2007-09-07		EADS SOCATA	TBM 700
2007-09-08		Vulcanair S.p.A.	P68C, P68 Observer 2, and P68TC Observer
2007-10-01		Air Tractor Inc.	AT-602
2007-10-02		REIMS AVIATION S.A	F406
2007-10-06		Turbomeca	Engine: Arriel 2B1 turboshaft
2007-10-07	S 2006-21-10	Turbomeca	Engine: Arriel 2B, 2B1, and 2B1A turboshaft
2007-10-08		Pacific Aerospace Limited	750XL

Biweekly 2007-11

2007-10-13		APEX Aircraft	CAP 10 B
2007-10-14	S 2003-07-06	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201
2007-10-15		Cessna Aircraft Company	208 and 208B
2007-10-16		British Aerospace Regional Aircraft Jetstream	Jetstream Model 3201
2007-11-01		Robinson Helicopter Company	Rotorcraft: R44 and R44 II
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
2007-11-04		Reims Aviation S.A	F406
2007-11-06	S 2005-19-10	Turbomeca	Engine: Arrius 2F turboshaft

Biweekly 2007-12

2007-11-05		Sikorsky Aircraft Corporation	Rotorcraft: S-76A, B and C helicopters
2007-11-19		MORAVAN a.s	Z242L
2007-11-21		Diamond Aircraft Industries GmbH	DA 40 airplanes

Biweekly 2007-13

2007-09-51	FR	MD Helicopters, Inc	Rotorcraft: 369, YOH-6A, 369A, OH-6A, 369H, 369HM, 369HS, 369HE, 369D, 369E, 369F, and 369FF
2007-12-05		Diamond Aircraft Industries GmbH	DA 42
2007-12-06	S 2006-23-02	Hawker Beechcraft	C90A, B200, B200C, B300, B330C
2007-12-13	S 88-08-02	Viking Air Limited	DHC-2 Mk. I, DHC-2 Mk. II, and DHC-2 Mk. III
2007-12-21	S 2006-26-08	Hawker Beechcraft	390
2007-12-22		Eurocopter France	Rotorcraft: AS350B, BA, B1, B2, B3, D and AS355E
2007-12-23		MD Helicopters, Inc	Rotorcraft: 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HS, 369HM, 500N, and OH-6A
2007-12-24		Diamond Aircraft Industries	DA 42
2007-13-11		Eclipse Aviation Corporation	EA500

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Biweekly 2007-14

2007-13-12		Piaggio Aero Industries S.p.A	P-180
2007-13-14		APEX Aircraft	CAP 10 B
2007-13-15		Alpha Aviation Design Limited	R2160
2007-13-16		Diamond Aircraft Industries GmbH	DA 42
2007-13-17		Air Tractor, Inc	AT-602, AT-802, and AT-802A
2007-13-18		SOCATA-Groupe Aerospatiale	TB 9, TB 10, and TB 200

Biweekly 2007-15

2007-14-03		Cirrus Design	SR20 and SR22
2007-14-04		Pacific Aerospace Corporation	750XL
2007-14-06		AEROTECHNIC Vertiebs -u. Service GmbH	Appliance: Honeywell CAS67A ACAS II systems
2007-15-01		British Aerospace	Jetstream HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201

Biweekly 2007-16

2007-15-03		Stemme GmbH & Co. KG	STEMME S10-V and STEMME S10-VT powered sailplanes
2007-15-09		Pilatus Aircraft Limited	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
2007-16-01		Enstrom Helicopter Corporation	Rotorcraft: F-28, F-28A, F-28C, F-28C-2, F-28C-2R, F-28F, F-28F-R, 280, 280C, 280F, 280FX, TH-28, 480, and 480B helicopters
2007-16-03	S 98-19-15R1 and 2000-03-17	M7 Aerospace LP	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), SA227-PC, and SA227-TT

Biweekly 2007-17

2007-16-10		Teledyne Continental Motors	Engine: TSIO-520-BE, TSIO-550-A, TSIO-550-B, TSIO-550-C, TSIO-550-E, and TSIO-550-G reciprocating
2007-16-14		Taylorcraft	A, BC, BCS, BC-65, BCS-65, BC12-65 (Army L-2H), BCS12-65, BC12-D, BCS12-D, BC12-D1, BCS12-D1, BC12D-85, BCS12D-85, BC12D-4-85, BCS12D-4-85, (Army L-2G) BF, BFS, BF-60, BFS-60, BF-65, BFS-65, (Army L-2K) BF 12-65, BL, BLS, (Army L-2F) BL-65, BLS-65, (Army L-2J) BL12-65, BLS12-65, FA-III (Airphibian), 19, F19, F21, F21A, F21B, F22, F22A, F22B, F22C, and TG-6
2007-17-02	S 82-07-04	Allied Ag Cat Productions, Inc	G-164A, G-164B, G-164C, G-164D, G-164, G-164B with 73" wing gap, G-164B-15T, G-164B-20T, G-164B-34T, G-164D and G-164D with 73" wing gap

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;			
Biweekly 2007-18			
2007-11-02		Enstrom Helicopter	Rotorcraft: F-28A, F-28C, and F-28F, 280, 280C, 280F, 280FX, TH-28, 480, and 480B
2007-17-03		Pacific Aerospace Corporation	750XL
2007-17-04		Aquila Technische Entwicklungen GmbH	AQUILA AT01
2007-17-05		Sikorsky Aircraft Corporation	Rotorcraft: S-92A
2007-17-06		Diamond Aircraft Industries	DA-40 and DA40F
2007-17-08		DG Flugzeugbau GmbH	Glider: DG-500MB and DG-800B
2007-17-09	S 93097-11 and 94-04-16	Mitsubishi Heavy Industries	MU-2B, MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, and MU-2B-26, MU-2B-30, MU-2B-35, and MU-2B-36
2007-17-17		Learjet	31, 31A, 35, 35A (C-21A), 36, 36A, 55, 55B, and 55C airplanes, and Model 45
2007-17-20		Pacific Aerospace Limited	750XL
Biweekly 2007-19			
2007-18-07		Piaggio Aero Industries S.p.A	P-180
2007-19-01		Pacific Aerospace Corporation, Ltd	750XL
2007-19-52	E	Bell Helicopter Textron Canada Limited	Rotorcraft: 206A, 206B, 206L, 206L-1, 206L-3, 206L-4, 222, 222B, 222U, 230, 407, 427, and 430
2007-19-53	E	Bell Helicopter Textron, Inc	Rotorcraft: 204B, 205A, 205A-1, 205B, 210, 212, 412, 412EP, and 412CF
Biweekly 2007-20			
2007-17-03	COR	Pacific Aerospace Corporation, Ltd	750XL
2007-18-05		Societe de Motorisations Aeronautiques	Engine: SR305-230 and SR305-230-1
2007-19-05		Hawker Beechcraft Corporation	400, 400A, and 400T series
2007-19-09	S 2007-03-14	Turbomeca	Arriel 2B1 turboshaft
2007-19-11	S 2006-04-15	Turbomeca S.A.	Artouste III B, Artouste III B1, and Artouste III D turboshaft
2007-19-14		Pilatus Aircraft Limited	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
2007-19-18		DG Flugzeugbau GmbH	Glider: 1000T
Biweekly 2007-21			
2007-13-11	COR	Eclipse Aviation Corporation	EA500
2007-19-11	COR	Turbomeca S.A	Engine: Artouste III B, Artouste III B1, and Artouste III D turboshaft
2007-20-07		Hawker Beechcraft Corporation	390
2007-20-08		Alpha Aviation Design Limited	R2160
2007-21-01		DG Flugzeugbau GMBH	Glider: DG-500 Elan Series, DG-500M, and DG-500MB
2007-21-02		Raytheon Aircraft Company	58P and 58TC
2007-21-09		Stemme GmbH & Co. KG	Glider: S10-VT
Biweekly 2007-22			
2007-21-10		EADS Socata	TBM 700
2007-21-11	S 2000-21-14	Pilatus Aircraft Limited	PC-12, PC-12/45, and PC-12-47
2007-21-17		British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201
2007-22-01		Bell Helicopter Textron Canada	206A and 206B series
2007-22-02	S 2002-09-04	Bell Helicopter Textron	Rotorcraft: 205A, 205A-1, 205B, 212, 412, 412CF, and 412EP



2007-21-10 EADS SOCATA: Amendment 39-15228; Docket No. FAA-2007-28645; Directorate Identifier 2007-CE-059-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective November 21, 2007.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to TBM 700 airplanes, serial numbers 1 through 9, 11 through 17, 19 through 22, 25 through 27, 29 through 31, 33 and 34, 38, 46, and 49, that are:
 - (1) certificated in any category;
 - (2) not equipped with modification No. MOD70-019-25; and
 - (3) equipped with an interior handle unlocking device through push-button.

Subject

- (d) Air Transport Association of America (ATA) Code 52: Doors.

Reason

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

This Airworthiness Directive (AD) results from one report about imperfect locking on ground of the upper access door opening interior handle which has enabled its opening without actuating unlocking knob.

If not corrected an inadvertent action on the handle without actuating the unlocking knob could lead to a door opening.

Investigations identified the unsafe condition resulting from interference between the window trim panel and the handle locking mechanism.

Requirements of this AD are first, check for proper operation the locking handle and secondly modification of the window trim panel.

Actions and Compliance

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

(1) Before each flight after November 21, 2007 (the effective date of this AD) until the actions of paragraph (f)(2) of this AD have been done, check the handle locking using paragraph A of the accomplishment instructions in EADS SOCATA Mandatory TBM Aircraft Service Bulletin SB 70-150, dated May 2007. If any discrepancy is found, do the following before further flight until the modification in paragraph (f)(2) of this AD is done:

(i) Fabricate a placard using letters at least 1/8 inches in height with the words "FLIGHT ALLOWED WITH ONLY THE FLIGHT DECK SEATS OCCUPIED."

(ii) Install this placard on the instrument panel within clear view of the pilot.

(iii) The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may do both the pre-flight checks and the placard requirements of this AD. Make an entry in the aircraft records showing compliance with this portion of the AD following section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(2) Within the next 12 months after November 21, 2007 (the effective date of this AD) modify the window trim panel using paragraph B of the accomplishment instructions in EADS SOCATA Mandatory TBM Aircraft Service Bulletin SB 70-150, dated May 2007. This modification terminates the requirements of paragraph (f)(1) of this AD.

FAA AD Differences

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

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Staff, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Albert Mercado, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4119; fax: (816) 329-4090. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) Refer to MCAI European Aviation Safety Agency (EASA) Emergency AD No: 2007-0172-E, dated June 15, 2007; and EADS SOCATA Mandatory TBM Aircraft Service Bulletin SB 70-150, dated May 2007, for related information.

Material Incorporated by Reference

(i) You must use EADS SOCATA Mandatory TBM Aircraft Service Bulletin SB 70-150, dated May 2007 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 EADS SOCATA—Direction des Services, 65921 Tarbes Cedex 9, France; telephone: +33 (0)5 62 41 73 00; fax: +33 (0)5 62 41 7-54; or in the United States contact SOCATA AIRCRAFT, INC., North Perry Airport, 7501 South Airport Rd., Pembroke Pines, FL 33023; telephone: (954) 893-1400; fax: (954) 964-4141.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Kansas City, Missouri, on October 4, 2007.

David R. Showers,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-20140 Filed 10-16-07; 8:45 am]



2007-21-11 Pilatus Aircraft Limited: Amendment 39-15229; Docket No. FAA-2007-29217; Directorate Identifier 2007-CE-075-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective November 5, 2007.

Affected ADs

- (b) This AD supersedes AD 2000-21-14, Amendment 39-11946.

Applicability

(c) This AD applies to Models PC-12, PC-12/45, and PC-12-47 airplanes, all serial numbers, that are:

- (1) Equipped with oil pipe/hose assemblies part number (P/N) 577.11.12.104, 577.11.12.105, 946.37.74.305, 946.37.74.306, 946.37.74.307, 946.37.74.308, or 946.37.74.311; and
- (2) certificated in any category.

Subject

- (d) Air Transport Association of America (ATA) Code 71: Power Plant-General.

Reason

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

This Airworthiness Directive (AD) is prompted by occurrences where abrasive damage (chafing) has been found on oil pipe assemblies in the area of the torque oil pressure transducer on the engines of some PC-12 aircraft. Incorrect assembly after maintenance tasks can decrease distances between various pipe/hoses assemblies and adjacent components. Damaged pipes can cause oil leakages in the area of the engine.

For the reasons stated above, this AD requires an inspection for damage, replacement when damage is found, and eventual replacement of all the affected pipe/hose assemblies.

Actions and Compliance

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

(1) Within the next 10 hours time-in-service after November 5, 2007 (the effective date of this AD), do a configuration check and inspection of the pipe/hose assemblies for abrasive damage

(chafing) and distortion following paragraph 3.B of Pilatus Aircraft Ltd. Pilatus PC12 Service Bulletin No: 71-007, dated August 21, 2007.

(2) If during the configuration check and inspection required by paragraph (f)(1) of this AD any abrasive damage (chafing) on oil pipe/hose assemblies is found, before further flight, replace the hose/pipe assemblies following paragraphs 3.B, 3.C, and 3.E of Pilatus Aircraft Ltd. Pilatus PC12 Service Bulletin No: 71-007, dated August 21, 2007.

(3) If during the configuration check and inspection required by paragraph (f)(1) of this AD no damage on oil pipe/hose assemblies is found, within 6 calendar months after November 5, 2007 (the effective date of this AD), replace the hose/pipe assemblies following paragraph 3.B, 3.C, and 3.E of Pilatus Aircraft Ltd. Pilatus PC12 Service Bulletin No: 71-007, dated August 21, 2007.

(4) After November 5, 2007, do not install any oil pipe/hose assembly with P/N 577.11.12.104, 577.11.12.105, 946.37.74.305, 946.37.74.306, 946.37.74.307, 946.37.74.308, or 946.37.74.311 on any Models PC-12, PC-12/45, or PC-12/47 airplanes.

(5) After November 5, 2007, do not install a spare engine on any Models PC-12, PC-12/45, or PC-12/47 airplanes, unless it has been verified that no oil pipe/hose assembly with P/N 577.11.12.104, 577.11.12.105, 946.37.74.305, 946.37.74.306, 946.37.74.307, 946.37.74.308, or 946.37.74.311 are installed on that engine.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: The MCAI allows for the temporary replacement (up to 6 months) of the hose/pipe assemblies with the same type that incorporate the potential unsafe condition (P/N 577.11.12.104, 577.11.12.105, 946.37.74.305, 946.37.74.306, 946.37.74.307, 946.37.74.308, or 946.37.74.311). Due to the urgency of this unsafe condition, the FAA is mandating replacement with the improved parts immediately if damage is found.

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: 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.

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

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) Refer to MCAI European Aviation Safety Agency (EASA) AD No: 2007-0235, dated August 31, 2007, corrected September 14, 2007; and Pilatus Aircraft Ltd. Pilatus PC12 Service Bulletin No: 71-007, dated August 21, 2007, for related information.

Material Incorporated by Reference

(i) You must use Pilatus Aircraft Ltd. Pilatus PC12 Service Bulletin No: 71-007, dated August 21, 2007, 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 Pilatus Aircraft Ltd., Customer Support Manager, CH-6371 STANS, Switzerland; telephone: + 41 41 619 6208; fax: + 41 41 619 7311; e-mail: SupportPC12@pilatus-aircraft.com; or Pilatus Business Aircraft Ltd., Product Support Department, 11755 Airport Way, Broomfield, Colorado 80021; telephone: (303) 465-9099, fax: (303) 465-6040; E-mail: Productsupport@PilBal.com.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Kansas City, Missouri on October 5, 2007.

David R. Showers,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-20220 Filed 10-15-07; 8:45 am]



2007-21-17 British Aerospace Regional Aircraft: Amendment 39-15235; Docket No. FAA-2007-28115; Directorate Identifier 2007-CE-045-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective November 28, 2007.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201 airplanes, all serial numbers, certificated in any category.

- (d) Air Transport Association of America (ATA) Code 32: Landing Gear.

Reason

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

There has been a report of landing gear radius rods suffering cracks starting in the flashline near the microswitch boss. Such cracks can result in loss of the normal hydraulic system and may lead to a landing gear collapse. Main landing gear collapse is considered as potentially hazardous/catastrophic. This AD mandates additional inspections considered necessary to address the identified unsafe condition.

Note: The cause of this cracking is not related to previous cracking of the radius rod cylinder addressed by BAE Systems SB 32-JA040945 (CAA AD G-2005-0010), however, the consequences of a failure are the same.

Actions and Compliance

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

(1) Initially within the next 3 months after November 28, 2007 (the effective date of this AD) and repetitively thereafter at intervals not to exceed 12 months until the replacement required by paragraph (f)(2) or (f)(3) of this AD is done, inspect the main landing gear radius rod forged cylinder flashline following the accomplishment instructions of British Aerospace Jetstream Series 3100 and 3200 Service Bulletin 32-JA060741, dated November 1, 2006.

(2) If cracks are found during any inspection required by this AD, before further flight, replace the radius rod assembly with a serviceable unit.

(i) If the radius rod assembly includes the parts described in paragraphs (f)(3)(i) and (f)(3)(ii) of this AD, then the repetitive inspections of this AD are no longer required.

(ii) If the radius rod assembly does not include the parts described in paragraphs (f)(3)(i) and (f)(3)(ii) of this AD, then continue to repetitively inspect at intervals not to exceed 12 months until you comply with paragraph (f)(3) of this AD.

(3) Upon reaching 8,000 total landings on the main landing gear radius rods or within the next 12 months November 28, 2007(the effective date of this AD), whichever occurs later, replace the radius rod assembly by installing one of the following part numbers (P/N). This terminates the repetitive inspection requirement of this AD:

(i) P/N 1847/A to 1847/L with strike-off 12 or 13, or 1847/M or later; and

(ii) P/N 1862/A to 1862/L with strike-off 12 or 13, or 1862/M or later.

(4) For airplanes under 8,000 total landings on the main landing gear radius rods: Before further flight after the initial inspection required by paragraph (f)(1) of this AD, do not install a radius rod assembly that is not one of the parts specified in paragraphs (f)(3)(i) and (f)(3)(ii) of this AD on an affected airplane, unless it has been inspected in accordance with paragraph (f)(1) of this AD.

(5) For those airplanes with parts listed in paragraph (f)(3) of this AD: Before further flight after installing the parts in paragraphs (f)(3)(i) and (f)(3)(ii) of this AD, do not install any radius rod assembly that does not incorporate the parts in paragraphs (f)(3)(i) and (f)(3)(ii) of this AD.

Note 1: When a compliance time in this AD is presented in landings and you do not keep the total landings, you may multiply the total number of airplane hours time-in-service by 0.75 to calculate the number of landings for the purposes of doing the actions required by this AD.

Note 2: Maintenance procedures for each radius rod overhaul are included in APPH Service Bulletin 1847-32-12 or 1862-32-12, both dated September 2006, as applicable. You may do such maintenance using the above referenced bulletins or through a fluorescent dye penetrant inspection of the cylinder counterbore as specified in APPH Component Maintenance Manual (CMM) 32-10-16 at Revision 11 or higher.

FAA AD Differences

Note 3: This AD differs from the MCAI and/or service information as follows:

(1) The MCAI and service bulletin allow the radius rod assembly to be repetitively inspected for the life of the airplane and the repetitive inspection requirement is terminated if improved design parts are installed. Many of the affected airplanes are used in commuter operations (14 CFR part 135). The FAA's policy on aging commuter class aircraft states that when a modification exists that could eliminate or reduce the number of required critical inspections, the modification should be incorporated. Therefore, the FAA is mandating the replacement of the radius rod assembly with improved design parts no later than reaching 8,000 total landings on the main landing gear radius rods or within the next 12 months after the effective date of this AD, whichever occurs later.

(2) The MCAI includes a reference to APPH service bulletins as an option for maintenance overhaul procedures. Because we do not require general maintenance in our ADs, we added a note referencing these bulletins as an option to use for overhaul procedures.

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Staff, 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: Taylor Martin, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4138; fax: (816) 329-4090. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(h) Refer to European Aviation Safety Agency (EASA) AD No. 2007-0087, dated March 30, 2007; and BAE SYSTEMS Jetstream Series 3100 and 3200 Service Bulletin 32-JA060741, dated November 1, 2006; for related information.

Material Incorporated by Reference

(i) You must use BAE SYSTEMS Jetstream Series 3100 and 3200 Service Bulletin 32-JA060741, dated November 1, 2006 to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact British Aerospace (Operations) Limited Trading at British Aerospace Regional Aircraft, Prestwick International Airport, Ayrshire KA9 2RW, Scotland.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Kansas City, Missouri, on October 10, 2007.

David R. Showers,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. E7-20364 Filed 10-23-07; 8:45 am]



CORRECTION: We inadvertently left the make name off the beginning of regulatory AD. We will issue a correction to the Federal Register.

2007-22-01 Bell Helicopter Textron Canada: Amendment 39-15237. Docket No. FAA-2007-0055; Directorate Identifier 2007-SW-12-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective November 6, 2007.

Other Affected ADs

(b) None.

Applicability

(c) This AD applies to Bell Helicopter Textron Canada (BHTC) Model 206A and 206B series helicopters, certificated in any category, that have the following serial numbered transmission pylon support spindle (spindle), part number (P/N) 206-031-554, installed:

Spindles repaired by Cadorath Aerospace Inc., B12-11568, B12-12244, B12-12260, B12-12647, B12-12676, B12-12847, B12-13292, B12-14395, B12-15750, B12-17149, B12-17266, B12-1828, B12-18649, B12-19330, B12-19381, B12-20668, B12-2224, B12-2286, B12-3595, B12-3774, B12-3808, B12-5171, B12-757, B12-8053, B12-8605, B12-932, B-21223, B-21297, B22005, B22515, B-22558, CAI3852, CAI3853, EA287, EA318, EA322, EA393, EA751, EA-761, MW546, RE1044, RE113, or RE743.

Spindles repaired by H-S Tools & Parts Inc., B12-11127, B12-12883, B12-13158, B12-13535, B12-13545, B12-13593, B12-13657, B12-13716, B12-14061, B12-14078, B12-15131, B12-15908, B12-16078, B120-16267, B12-16825, B12-16867, B12-17149, B12-17266, B12-18157, B12-18163, B12-18456, B12-19450, B12-21573, B12-3106, B12-605, B12-7627, B-22385, EA-391, MW445, MW506, MW546, RE278, RE329, or RE582.

Reason

(d) The mandatory continued airworthiness information (MCAI) states:

Transportation Safety Board of Canada (TSB) investigation into an accident involving Model 206B has revealed that the Spindle repaired by Cadorath Aerospace Inc., failed during flight resulting in loss of control of the helicopter. A similar repair was performed by H-S Tools & Parts Inc.

All serial-numbered spindles that were repaired by Cadorath Aerospace, Inc., and by H-S Tools & Parts, Inc., have reduced strength which could result in failure of the spindle and create an unsafe condition.

Actions and Compliance

(e) Within the next 16 hours time-in-service, unless already done, replace the spindle with an airworthy spindle that does not contain a serial number listed in the applicability of this AD.

Differences Between FAA AD and the MCAI

(f) None.

Subject

(g) Air Transport Association of America (ATA) Code 6320: Main Rotor Gearbox.

Other Information

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, Safety Management Group, Rotorcraft Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Sharon Miles, Aviation Safety Engineer, Fort Worth, Texas 76193-0111, telephone (817) 222-5122, fax (817) 222-5961.

(2) Airworthy Product: Use only FAA-approved corrective actions. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent) if that State of Design has an appropriate bilateral agreement with the United States. 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, the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(i) Mandatory Continuing Airworthiness Information (MCAI) Transport Canada Airworthiness Directive CF-2007-02R1, dated August 23, 2007, contains related information.

Issued in Fort Worth, Texas, on October 11, 2007.

David A. Downey,
Manager, Rotorcraft Directorate, Aircraft Certification Service.
[FR Doc. E7-20681 Filed 10-19-07; 8:45 am]



2007-22-02 Bell Helicopter Textron, Inc.: Amendment 39-15238. Docket No. FAA-2007-27496; Directorate Identifier 2005-SW-37-AD. Supersedes AD 2002-09-04, Amendment 39-12737, Docket No. 2001-SW-37-AD.

Applicability

Model 205A, 205A-1, 205B, 212, 412, 412CF, and 412EP helicopters with a tail rotor blade (blade), part number 212-010-750-009 through -129, all serial numbers except serial numbers with a prefix of "A" or "AFS" and the number 11926, 13351, 13367, 13393, 13400, 13402, 13515, 13540, 13568, 13595 through 13602, 13619, and subsequent assigned numbers, installed, certificated in any category.

Compliance

Within 100 hours time-in-service, unless accomplished previously.

To prevent loss of the forward tip weight retention block (tip block) or aft tip closure (tip closure), loss of the blade, and subsequent loss of control of the helicopter, accomplish the following:

(a) Inspect the tip block and tip closure for voids. Remove from service any blade with a void in excess of that allowed by the Component Repair and Overhaul Manual limitations.

(b) Inspect the tip block attachment countersink screws in four locations to determine if the head of each countersunk screw is flush with the surface of the abrasion strip. The locations of these four screws are depicted on Figure 1 of Bell Helicopter Textron, Inc. Alert Service Bulletins 205-00-80, 205B-00-34, 212-00-111, 412-00-106, and 412CF-00-13, all Revision D, all dated March 18, 2005 (ASB). If any of these screws are set below the surface of the abrasion strip or are covered with filler material, install shear pins by following the Accomplishment Instructions, Part A, Shear Pin Installation paragraphs, of the ASB appropriate for your model helicopter.

(c) Install the aft tip closure rivets, re-identify the modified blade by adding an "FM," and dynamically balance the tail rotor hum assembly by following the Accomplishment Instructions, Part B, Aft Tip Closure Rivet Installation paragraphs, of the ASB appropriate for your model helicopter.

(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, Rotorcraft Certification Office, Rotorcraft Directorate, FAA, ATTN: Michael Kohner, Aviation Safety Engineer, Fort Worth, Texas 76193-0170, telephone (817) 222-5447, fax (817) 222-5783, for information about previously approved alternative methods of compliance.

(e) Inspecting certain screws to determine if they are flush with the surface of the abrasion strip, modifying blades by installing shear pins or aft tip closure rivets as necessary, and re-identifying the

modified blade shall be done by following Bell Helicopter Textron, Inc. Alert Service Bulletins 205-00-80, 205B-00-34, 212-00-111, 412-00-106, and 412CF-00-13, all Revision D, all dated March 18, 2005. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Bell Helicopter Textron, Inc., P.O. Box 482, Fort Worth, Texas 76101, telephone (817) 280-3391, fax (817) 280-6466. 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 November 30, 2007.

Issued in Fort Worth, Texas, on October 10, 2007.

Scott A. Horn,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 07-5186 Filed 10-25-07; 8:45 am]