



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

BIWEEKLY 2007-10

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

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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

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

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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



[CORRECTIONS] [Federal Register: April 30, 2007 (Volume 72, Number 82)], [Page 21320-22232]; From the Federal Register Online via GPO Access [wais.access.gpo.gov]

2007-09-01 Cessna Aircraft Company: Amendment 39-15031; Docket No. FAA-2007-27786; Directorate Identifier 2007-CE-031-AD.

Effective Date

- (a) This AD becomes effective on April 25, 2007.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Models 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, and 182R airplanes, all serial numbers, that:

- (i) Have Air Plains Services Corporation Supplemental Type Certificate (STC) SA00152WI installed;
- (ii) Have a ground power receptacle mounted on the firewall (forward ground power receptacle); and
- (iii) Are certificated in any category.

Unsafe Condition

(d) This AD results from a report of an in-flight and post-landing engine compartment fire. We are issuing this AD to detect and correct interference between the ground power electrical cable, the fuel strainer cable, and the fuel line between the auxiliary electric fuel pump and the engine-driven fuel pump. This condition could lead to a fire in the engine compartment.

Compliance

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

Actions	Compliance	Procedures
<p>(1) Remove power to the ground power electrical cable by:</p> <p>(i) Disconnecting the electrical cable at the forward ground power relay and the starter relay, or</p> <p>(ii) Removing the electrical cable between the forward ground power relay and the starter relay.</p>	<p>Within 15 days after April 25, 2007 (the effective date of this AD).</p>	<p>Follow Air Plains Services Corporation Mandatory Service Bulletin APS-07-01-01, dated March 5, 2007.</p>
<p>(2) Fabricate and install a placard as close as possible to the forward ground power receptacle that incorporates the following words (using at least 1/8-inch red letters on a white background and a red border):</p> <p>“GROUND POWER RECEPTACLE IS INOPERATIVE.”</p>	<p>Before further flight after power to the ground power cable is removed per paragraph (e)(1) of this AD.</p>	<p>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 fabricate and install the placard. Make an entry into the aircraft records showing compliance with these portions of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).</p>
<p>(3) Reposition the fuel strainer cable.</p>	<p>Within 15 days after April 25, 2007 (the effective date of this AD).</p>	<p>Follow Air Plains Services Corporation Mandatory Service Bulletin APS-07-01-01, dated March 5, 2007.</p>
<p>(4) Visually inspect the fuel line from the auxiliary electric fuel pump to the engine-driven fuel pump for chafing.</p>	<p>Within 15 days after April 25, 2007 (the effective date of this AD).</p>	<p>Follow Air Plains Services Corporation Mandatory Service Bulletin APS-07-01-01, dated March 5, 2007.</p>

Actions	Compliance	Procedures
(5) If chafing at or beyond the limits defined in the Air Plains Services Corporation Mandatory Service Bulletin APS-07-01-01, dated March 5, 2007, is found in the inspection required by paragraph (e)(4) of this AD, replace the fuel line between the auxiliary electric fuel pump and the engine-driven fuel pump with a new hose part number AE3663161G0190 (or FAA-approved equivalent) and remove the ground power electrical cable per (e)(1)(ii) of this AD.	Before further flight after any inspection where evidence of chafing is found.	Follow Air Plains Services Corporation Mandatory Service Bulletin APS-07-01-01, dated March 5, 2007.
(6) Adjust the position of the fuel line fitting at the engine-driven fuel pump.	Within 15 days after April 25, 2007 (the effective date of this AD).	Follow Air Plains Services Corporation Mandatory Service Bulletin APS-07-01-01, dated March 5, 2007.

Alternative Methods of Compliance (AMOCs)

(f) The Manager, Wichita Aircraft Certification Office (ACO), FAA, ATTN: Trenton Shepherd, Aerospace Engineer, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4143; fax: (316) 946-4107, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. 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 Air Plains Services Corporation Mandatory Service Bulletin APS-07-01-01, dated March 5, 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 Air Plains Services Corporation, P.O. Box 541, Wellington, KS 67152; phone: 620-326-8904; Internet: <http://www.airplains.com>.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, 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/code_of_federal_regulations/ibr_locations.html.

Issued in Kansas City, Missouri, on April 13, 2007.
Charles L. Smalley, Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. E7-7519 Filed 4-19-07; 8:45 am]



2007-09-05 APEX Aircraft (Type Certificate No. A36EU formerly held by AVIONS MUDRY et CIE): Amendment 39-15037; Docket No. FAA-2007-27342; Directorate Identifier 2007-CE-014-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective June 4, 2007.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Model CAP 10 B airplanes, serial numbers 001 through 282, fitted with major change 000302 (wood-carbon wings), that are 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 CAP10B aircraft experienced a reduced elevator deflection by about 13° due to an incorrect routing of the Push To Talk (PTT) wire bundle and improperly secured connectors which impeded the complete and free movement of the control stick.

Actions specified in this AD are intended to inspect, detect and correct any discrepancy on the PTT electrical circuit connectors and wires that could lead to a reduction of the control stick movements.

Actions and Compliance

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

- (1) Within the next 50 hours time-in-service after June 4, 2007 (the effective date of this AD), inspect the wire routing for the proper location and attachment of the connectors as detailed in the accomplishment instructions of APEX Aircraft Mandatory Service Bulletin No. 050605, dated October 17, 2006.

(2) Before further flight, if a defect or discrepancy is found during the inspection in paragraph (f)(1) of this AD, modify the wire bundle and connectors routing as detailed in the accomplishment instructions of APEX Aircraft Mandatory Service Bulletin No. 050605, dated October 17, 2006.

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, ATTN: Sarjapur Nagarajan, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4145; fax: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. 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 AD No: 2007-0014, dated January 12, 2007; and APEX Aircraft Mandatory Service Bulletin No. 050605, dated October 17, 2006, for related information.

Material Incorporated by Reference

(i) You must use APEX Aircraft Mandatory Service Bulletin No. 050605, dated October 17, 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 Apex Aircraft, Bureau de Navigabilité, 1, route de Troyes, 21121 DAROIS–France; telephone: +33 380 35 65 10; fax +33 380 35 65 15; e-mail: airworthiness@apex-aircraft.com; Internet: <http://www.apex-aircraft.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 April 19, 2007.

Charles L. Smalley,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-7994 Filed 4-27-07; 8:45 am]



2007-09-06 APEX Aircraft (Type Certificate No. A36EU formerly held by AVIONS MUDRY et CIE): Amendment 39-15038; Docket No. FAA-2007-27529; Directorate Identifier 2007-CE-018-AD.

Effective Date

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

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Model CAP 10 B airplanes, all serial numbers, that are:
 - (1) Certificated in any category; and
 - (2) fitted with major change 000302, wood/carbon-made wings, part-number 11.56.00.010, serial numbers 001 to 084 inclusive.

Subject

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

Reason

(e) The mandatory continuing airworthiness information (MCAI) states:
Several recent inspections have revealed that some spar wooden center blocks have shown cracks. Investigation revealed that cracks are generated by the wood drying. Actions specified in this AD are intended to detect and correct any defects on the central wing spar block.

This AD is requiring the installation of two reinforcement plates on the wing spar to counter the shear loading, implementation of corrective actions to slow down the wood drying and is also introducing new repetitive inspections.

Actions and Compliance

- (f) Unless already done, do the following actions:
 - (1) Before further flight after May 21, 2007 (the effective date of this AD):
 - (i) Fabricate a placard that incorporates the following words (using at least 1/8-inch letters) and install this placard on the instrument panel within the pilot's clear view: "FLICK MANEUVERS ARE PROHIBITED"; and

(ii) Insert a copy of this AD into the Limitations section of the Pilot's Operating Handbook (POH).

(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 fabricate the placard required in paragraph (f)(1)(i) of this AD and may insert the information into the POH as required in paragraph (f)(1)(ii) of this AD. Make an entry into the aircraft records showing compliance with these portions of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(2) Within the next 50 hours time-in-service (TIS) after May 21, 2007 (the effective date of this AD), inspect the front and rear spar webs for cracks and damage using Apex Aircraft Service Bulletin No. 060307 R1, Amendment date November 2, 2006.

(3) If any crack or damage is found during the inspection required in paragraph (f)(2) of this AD, the wing must be considered as unairworthy until the implementation of the relevant repair solution. Before further flight, contact Apex Aircraft to obtain a repair solution and incorporate the repair. Continued operation with cracks in the front and rear spar webs is prohibited.

(4) If no cracks or damages are found in either the rear or the front wing spar web during the inspection required in paragraph (f)(2) of this AD, before further flight install reinforcement plates, part number 97.56.00.002, using Apex Aircraft CAP10C–Main Spar Wooden Center Block–Reinforcement Instructions No. 1001766-A, dated June 10, 2006; and Apex Aircraft Document No. 1001133-A, DR400 Spar Consolidation, Applying Araldite 2015 Adhesive, dated February 4, 2003.

(5) After doing the actions required in paragraphs (f)(2), (f)(3), and (f)(4) of this AD:

(i) Flick maneuvers previously prohibited by paragraph (f)(1) of this AD are now permitted. Before further flight, remove the placard required in paragraph (f)(1)(i) of this AD and remove the insertion into the POH required in paragraph (f)(1)(ii) of this AD.

(ii) Repetitively inspect the front and rear spar webs for cracks and damage thereafter at intervals not to exceed 13 months using Apex Aircraft Service Bulletin No. 060307 R1, Amendment date November 2, 2006; and

(iii) If any crack or damage is found during any inspection required by paragraph (f)(5)(ii) this AD, before further flight contact Apex Aircraft to obtain a repair solution and incorporate the repair.

(6) After 50 hours TIS after May 21, 2007 (the effective date of this AD), do not install an Apex Aircraft wood/carbon-made wing, part number 11.56.00.010, unless it has been inspected and is found to be crack free and modified using Apex Aircraft Service Bulletin No. 060307 R1, Amendment date November 2, 2006; and Apex Aircraft CAP10C–Main Spar Wooden Center Block–Reinforcement Instructions No. 1001766-A, dated October 6, 2006.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: The MCAI allows continued flight if cracks are found in the wing spar webs that do not exceed certain limits. The applicable service bulletin specifies replacing the wing spar webs only if cracks are found exceeding limits specified in Apex Aircraft Service Bulletin No. 060307 R1, Amendment date November 2, 2006, as does the MCAI. This AD does not allow continued flight if any crack is found. FAA policy is to disallow airplane operation when known cracks exist in primary structure, unless the ability to sustain ultimate load with these cracks is proven. The wing spar webs are considered primary structure, and the FAA has not received any analysis to prove that ultimate load can be sustained with cracks in these areas.

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Staff, FAA, Small Airplane Directorate, ATTN: Sarjapur Nagarajan, Aerospace Engineer, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4145; fax: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. 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. 2007-0015, dated January 12, 2007; Apex Aircraft Service Bulletin No. 060307 R1, Amendment dated November 2, 2006; Apex Aircraft CAP10C–Main Spar Wooden Center Block–Reinforcement Instructions No. 1001766, dated October 6, 2006; and Apex Aircraft Document No. 1001133-A, DR400 Spar Consolidation, Applying Araldite 2015 Adhesive, dated February 4, 2003, for related information.

Material Incorporated by Reference

(i) You must use Apex Aircraft Service Bulletin No. 060307 R1, Amendment date November 2, 2006; Apex Aircraft CAP10C–Main Spar Wooden Center Block–Reinforcement Instructions No. 1001766-A, dated October 6, 2006; and Apex Aircraft Document No. 1001133-A, DR400 Spar Consolidation, Applying Araldite 2015 Adhesive, dated February 4, 2003, 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 Apex Aircraft, Bureau de Navigabilit, 1 route de Troyes, 21121 DAROIS–France, telephone: (33) 380 35 65 10; fax: (33) 380 35 65 15; e-mail: apex-aircraft.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 April 20, 2007.

Charles L. Smalley,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-7980 Filed 4-27-07; 8:45 am]



2007-09-07 EADS SOCATA: Amendment 39-15039; Docket No. FAA-2006-25581; Directorate Identifier 2006-CE-041-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective June 4, 2007.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to all Model TBM 700 airplanes fitted with nose landing gear (NLG) part number (P/N) 21130-001-02 with serial numbers (S/N) B155 through B173 and S/N EUR 174 through EUR 240, that are certificated in any U.S. category.

Subject

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

Reason

(e) The mandatory continuing airworthiness information (MCAI) describes the unsafe condition as follows:

* * * a Nose Landing Gear (NLG) hinge pin rupture that causes an uncommanded NLG retraction.

Investigations identified the unsafe condition resulting from an incomplete thermal treatment done on three hinge pin batches lowering their mechanical properties with a high risk of deformation under service loads.

EADS SOCATA notes that an NLG hinge pin rupture could cause an uncommanded NLG retraction during landing.

Actions and Compliance

(f) Within 30 days after June 4, 2007 (the effective date of this AD), unless already done, do the following:

- (1) Identify the NLG hinge pin batch number as instructed in paragraph B of the accomplishment instructions of EADS SOCATA TBM Aircraft Mandatory Alert Service Bulletin SB 70-147, Amendment 1, dated September 2006.

(i) For airplanes with the correct pin batch numbers, no further action is required. Return the airplane to service as instructed in EADS SOCATA TBM Aircraft Mandatory Alert Service Bulletin SB 70-147, Amendment 1, dated September 2006.

(ii) For airplanes with pins from the defective pin batch numbers or for which the batch number cannot be read, do all the actions as instructed in paragraphs B 5), C, and D of the accomplishment instructions of EADS SOCATA TBM Aircraft Mandatory Alert Service Bulletin SB 70-147, Amendment 1, dated September 2006.

(2) As of 30 days after June 4, 2007 (the effective date of this AD), do not install on any EADS SOCATA Model TBM 700 airplane an NLG actuator hinge pin coming from the three defective batches identified as EUR BC 21344-000-01, EUR BD 21344-000-01, and EUR BF 21344-000-01 on NLG part number 21130-001-02.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: The service bulletin and MCAI require interim operational instructions until the corrective actions are done. This AD requires the corrective action at the same time as the pin batch number check.

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Staff, FAA, ATTN: Albert J. Mercado, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri, 64106; telephone: (816) 329-4119; fax: (816) 329-4090., has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(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) This AD is related to European Aviation Safety Agency Emergency AD No. 2006-0271-E, Issue date: September 4, 2006, which references EADS SOCATA TBM Aircraft Mandatory Alert Service Bulletin SB 70-147, Amendment 1, dated September 2006.

Material Incorporated by Reference

(i) You must use EADS SOCATA TBM Aircraft Mandatory Alert Service Bulletin SB 70-147, Amendment 1, dated September 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 EADS SOCATA, Direction des Services, 65921 Tarbes Cedex 9, France; telephone: 33 (0)5 62.41.73.00; fax: 33 (0)5 62.41.76.54; or SOCATA Aircraft, INC., North Perry Airport, 7501 Airport Road, Pembroke Pines, Florida 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 April 20, 2007.

Charles L. Smalley,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-8003 Filed 4-27-07; 8:45 am]



2007-09-08 Vulcanair S.p.A. (Type certificate No. A31EU formerly held by Partenavia Costruzioni Aeronautiche S.p.A.): Amendment 39-15040; Docket No. FAA-2007-27208; Directorate Identifier 2007-CE-010-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective June 4, 2007.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Models P68C, P68 Observer 2, and P68TC Observer airplanes, serial numbers 412 through 424 (except 418), 429, 434, and 435, certificated in any category.

Subject

- (d) Air Transport Association of America (ATA) Code 51: Structures.

Reason

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

The backrest recline of pilot and copilot seats requires the removal of a "quick release pin" not correctly indicated in the AFM and not readily detectable by the passengers. Moreover the operation of removal the device is difficult. This cause difficulty or disables the access to the escapes of the cabin in case of emergency evacuation.

Carry out the operational checks/inspection/modification:

–Kit SB 128/A-1 applicable to aircraft model P68C. Serial numbers (S/N) 429, 434 and 435 are excluded;

–Kit SB 128/A-2 applicable only to P68C aircraft with S/N 429, 434 and 435;

–Kit SB 128/B applicable to aircraft model P68 Observer 2;

–Kit SB 128/C applicable to aircraft model P68TC Observer; called for by the referenced Service Bulletin, in accordance with the procedures in there specified, within the terms set forth under "COMPLIANCE" of this AD.

Actions and Compliance

(f) Unless already done, do the following actions within 30 days after June 4, 2007 (the effective date of this AD):

(1) For Model P68C airplanes, all serial numbers except 429, 434, and 435: Install Kit SB 128/A-1, following Vulcanair S.p.A. P68 Variants Mandatory Service Bulletin No. 128, dated October 12, 2004;

(2) For Model P68C airplanes, serial numbers 429, 434, and 435: Install Kit SB 128/A-2 following Vulcanair S.p.A. P68 Variants Mandatory Service Bulletin No. 128, dated October 12, 2004;

(3) For Model P68 Observer 2 airplanes, all serial numbers: Install Kit SB 128/B, following Vulcanair S.p.A. P68 Variants Mandatory Service Bulletin No. 128, dated October 12, 2004; or

(4) For Model P68TC Observer airplanes, all serial numbers: Install Kit SB 128/C, following Vulcanair S.p.A. P68 Variants Mandatory Service Bulletin No. 128, dated October 12, 2004.

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, ATTN: Sarjapur Nagarajan, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4145; fax: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(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 Ente Nazionale per l'Aviazione Civile (ENAC), AD N. 2004-522, Rev. 0, dated December 20, 2004; and Vulcanair S.p.A. P68 Variants Mandatory Service Bulletin No. 128, dated October 12, 2004, for related information.

Material Incorporated by Reference

(i) You must use Vulcanair S.p.A. P68 Variants Mandatory Service Bulletin No. 128, dated October 12, 2004, to do the actions required by this AD, unless the AD specifies otherwise.

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

(2) For service information identified in this AD, contact Vulcanair S.p.A, Via G. Pascoli, 7, Casoria (Naples), 80026 Italy; telephone: +39 081 5918111; fax: +39 081 5918172; e-mail: info@vulcanair.com; Internet: <http://www.vulcanair.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 April 20, 2007.

Charles L. Smalley,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. E7-8071 Filed 4-27-07; 8:45 am]



2007-10-01 Air Tractor Inc.: Amendment 39-15042; Docket No. FAA-2006-26775; Directorate Identifier 2007-CE-01-AD.

Effective Date

- (a) This AD becomes effective on June 12, 2007.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Model AT-602 airplanes, all serial numbers through 602-0695 that:
 - (1) Have horizontal stabilizer brace tube assembly, part number (P/N) 30012-7, installed; and
 - (2) Are certificated in any category.

Unsafe Condition

(d) This AD results from two reports of Model AT-602 airplanes with cracked horizontal stabilizer brace tube assemblies. We are issuing this AD to detect and correct cracks in the horizontal stabilizer brace tube assembly, which could result in failure of the horizontal stabilizer. This failure could affect the ability to control pitch with consequent loss of control.

Compliance

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

Actions	Compliance	Procedures
(1) Do the following: (i) Install access holes for visual inspection of the P/N 30012-7, horizontal stabilizer brace tube assembly. (ii) Conduct a detailed visual inspection for cracks in the P/N 30012-7 horizontal stabilizer brace tube assembly.	Install the access holes and do the initial inspection upon accumulating 2,000 hours time-in-service (TIS) or within the next 60 days after June 12, 2007 (the effective date of this AD), whichever occurs later. Repetitively inspect thereafter at intervals not to exceed 100 hours TIS. Replacement of the P/N 30012-7 horizontal stabilizer brace tube assembly with a new design P/N 30766-1 horizontal stabilizer brace tube assembly following paragraph (e)(2) of this AD is terminating action for the repetitive inspection requirement of this AD.	Follow Snow Engineering Co. Service Letter #235, dated August 25, 2004, revised October 24, 2006.

Actions	Compliance	Procedures
(2) Replace the P/N 30012-7 horizontal stabilizer brace tube assembly with a new design P/N 30766-1 horizontal stabilizer brace tube assembly.	Before further flight after any inspection required by paragraph (e)(1) of this AD where cracks are found. The installation of a new design P/N 30766-1 horizontal stabilizer brace tube assembly is terminating action for the repetitive inspection requirement of this AD.	Follow Snow Engineering Co. Service Letter #129A, dated August 7, 2004, revised November 15, 2005; Snow Engineering Co. Service Letter #235, dated August 25, 2004, revised October 24, 2006; and Snow Engineering Co. Drill Template – 602, Drawing Number SL129-602, dated August 2, 2004.
(3) Do not install any P/N 30012-7 horizontal stabilizer brace tube assembly.	As of June 12, 2007 (the effective date of this AD).	Not Applicable.

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: Andrew McAnaul, Aerospace Engineer, ASW-150 (c/o MIDO-43), 10100 Reunion Place, Suite 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.

Related Information

(g) To get copies of the service information referenced in this AD, contact Air Tractor Inc., P.O. Box 485, Olney, Texas 76374; telephone: (940) 564-5616; fax: (940) 564-5612. To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC, or on the Internet at <http://dms.dot.gov>. The docket number is Docket No. FAA-2006-26775; Directorate Identifier 2007-CE-01-AD.

Material Incorporated by Reference

(h) You must use Snow Engineering Co. Service Letter 129A, dated August 7, 2004, revised November 15, 2005; Snow Engineering Co. Service Letter 235, dated August 25, 2004, revised October 24, 2006; and Snow Engineering Co. Drill Template–602, Drawing Number SL129-602, dated August 2, 2004, 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; fax: (940) 564-5612.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, 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/code_of_federal_regulations/ibr_locations.html.

Issued in Kansas City, Missouri, on April 27, 2007.

David R. Showers,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. E7-8671 Filed 5-7-07; 8:45 am]



2007-10-02 REIMS AVIATION S.A.: Amendment 39-15043; Docket No. FAA-2006-26692;
Directorate Identifier 2006-CE-89-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective June 13, 2007.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Reims Aviation S.A. Model F406 airplanes, serial numbers F406-0001 through F406-0092, certificated in any category.

Reason

- (d) The mandatory continuing airworthiness information (MCAI) states that there have been:

* * * Corrosion on the bearings with propagation to the bracket-hinge of the rudder. This corrosion has been discovered after rudder removals. This condition, if left uncorrected, could result in the loss of the rudder control on the airplane.

Actions and Compliance

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

- (1) Within the next 100 hours time-in-service (TIS) or 3 months after the effective date of this AD, whichever occurs first, do a one-time inspection of the rudder brackets-hinge and bearings for corrosion in accordance with the accomplishment instructions of REIMS AVIATION INDUSTRIES Service Bulletin No. F406-57, dated April 25, 2005. If corrosion is found, replace these parts before further flight.

- (2) Within 600 hours TIS or 12 months after the effective date of this AD, whichever occurs first, and thereafter at intervals not to exceed 12 months, repetitively lubricate the rudder bearings. During this step, remove the rudder in accordance with the accomplishment instructions of Reims Aviation Industries Service Bulletin No. F406-57, dated April 25, 2005.

Note 1: We have established the repetitive inspection times of this AD so that they may coincide with annual inspections.

Note 2: We encourage you to put Reims temporary revision No. 4 into the maintenance program of the F406 airplane (chapter 5-10-01, page 17 of the maintenance manual).

FAA AD Differences

Note 3: This AD differs from the MCAI and/or service information as follows: We have added repetitive inspection requirements in the AD to coincide with the maintenance requirement in the service bulletin.

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Staff, FAA, ATTN: Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri, 64106; telephone: (816) 329-4144; fax: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(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

(g) Refer to MCAI Direction générale de l'aviation civile (DGAC), which is the aviation authority for France, AD No. F-2005-081, dated May 25, 2005; and REIMS AVIATION INDUSTRIES Service Bulletin No. F406-57, dated April 25, 2005, for related information.

Material Incorporated by Reference

You must use REIMS AVIATION INDUSTRIES Service Bulletin No. F406-57, dated April 25, 2005, 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 REIMS AVIATION INDUSTRIES, 51360 PRUNAY-FRANCE.

(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/code_of_federal_regulations/ibr_locations.html.

Issued in Kansas City, Missouri, on April 30, 2007.

Charles L. Smalley,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-8760 Filed 5-8-07; 8:45 am]



2007-10-06 Turbomeca: Amendment 39-15047; Docket No. FAA-2007-28009; Directorate Identifier 2007-NE-16-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective May 29, 2007.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Turbomeca Arriel 2B1 turboshaft engines. These engines are installed on, but not limited to, Eurocopter AS 350 B3 and EC 130 B4 single-engine helicopters.

Reason

(d) European Aviation Safety Agency (EASA) AD No. 2007-0085, dated April 2, 2007, states:

Two cases of flameout have been reported on Arriel 2B1 engines: one when lowering collective pitch on ground at landing and one when switching from Flight Position to idle Position on ground.

Both flameout events are explained as follows:

In case of stepper motor loss of steps to a value below the “level 1 failure” detection threshold, the fuel flow of the anti-flameout limit can be reduced.

The reduction can be sufficient to cause an engine flameout when decreasing rapidly the demand for power (it can therefore also happen in-flight).

This condition may lead to an uncommanded in-flight shutdown. On a single-engine helicopter, the result may be an emergency autorotation landing or, at worst, an accident.

To prevent this, software version 5.02 (TU 144C) increases the anti-flameout limit in the event of small stepper motor loss of steps (below the “level 1 failure” detection threshold).

Actions and Compliance

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

(1) As soon as practicable, but no later than August 31, 2007, modify the digital electronic control unit (DECU) by downloading the TU144C software version 5.02, using the Instructions to be Incorporated of Turbomeca Mandatory Service Bulletin (MSB) No. 292 73 2144, dated January 5, 2007.

(2) Send Turbomeca the DECU replacement compliance certificate, as specified in paragraph 2D(1)(a)3 of Turbomeca MSB No. 292 73 2144, dated January 5, 2007.

FAA AD Differences

(f) None.

Other FAA AD Provisions

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

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

(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, 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 AD 2007-0085, dated April 2, 2007, for related information.

(i) Contact Christopher Spinney, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: Christopher.spinney@faa.gov; telephone (781) 238-7175; fax (781) 238-7199, for more information about this AD.

Material Incorporated by Reference

(j) You must use Turbomeca Mandatory Service Bulletin No. 292 73 2144, dated January 5, 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 Turbomeca, 40220 Tarnos-France; Tel (33) 05 59 74 40 00; Telex 570 042; Fax (33) 05 59 74 45 15.

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

Issued in Burlington, Massachusetts, on May 4, 2007.

Peter A. White,

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

[FR Doc. E7-8992 Filed 5-10-07; 8:45 am]



2007-10-07 Turbomeca: Amendment 39-15048.; Docket No. FAA-2005-23809; Directorate Identifier 2005-NE-52-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective May 29, 2007.

Affected ADs

- (b) This AD supersedes AD 2006-21-10.

Applicability

- (c) This AD applies to Turbomeca Arriel 2B, 2B1, and 2B1A turboshaft engines. These engines are installed on, but not limited to, Eurocopter AS350B3 and EC130B4 helicopters.

Reason

- (d) European Aviation Safety Agency (EASA) AD No. 2007-0044, dated April 27, 2007, states:

The deterioration of the splines on the HP/LP pump assembly drive shaft may eventually interrupt fuel supply and cause uncommanded in-flight engine shutdown. The result may be an emergency autorotation landing or, at worst, an accident.

Two cases of in-flight shutdown resulting from splines deterioration have been reported for the ARRIUS 2B1 engine, which has the same HP/LP pump drive design as the ARRIEL 2. These cases prompted us to require the inspection at 500 hours and each time the HMU is removed/installed.

This AD modifies the content of the previous DGAC France AD F-2005-188 (EASA Approval Number 2005-6408) in adding a one time inspection within 30 operating hours from effective date of this AD as well as HMU re-installation according to a maintenance task modified to avoid this kind of wrong assembly. This has been set up following a one case of improper clipping of the coupling shaft onto the drive gear shaft, which resulted in an uncommanded in-flight engine shutdown (on a twin engine rotorcraft). This precaution measure has been taken only on engines powering single engine rotorcraft.

Actions and Compliance

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

(f) Perform an initial visual inspection of the splines of the coupling assembly and the high pressure (HP) pump drive gear shaft for wear. Use 2.A. through 2.C.(2) of the Instructions to be Incorporated of Turbomeca Mandatory Service Bulletin (MSB) No. 292 73 2812, Update No. 4, dated January 2, 2007, as follows:

(1) Inspect within 30 hours-in-service from the effective date of this AD for engines that were previously inspected using Update 2 of MSB 292 73 2812.

(2) For engines that were not previously inspected using Update 2 of MSB 292 73 2812, inspect as follows:

(i) Inspect within 50 hours-in-service after the effective date of this AD for hydraulic mechanical units (HMUs) that have accumulated 450 or more hours time-since-new (TSN) or time-since-overhaul (TSO) on the effective date of this AD. Replace the HMU if worn beyond limits.

(ii) Inspect after accumulating 450 hours TSN or TSO, but before accumulating 500 hours TSN or TSO for HMUs that have fewer than 450 hours TSN or TSO on the effective date of this AD. Replace the HMU if worn beyond limits.

Repetitive Visual Inspections

(g) Thereafter, perform a visual inspection of the splines of the coupling shaft assembly and the HP pump drive gear shaft for wear every time you remove the HMU. Use 2.A. through 2.C.(2) of the Instructions to be Incorporated of Turbomeca MSB No. 292 73 2812, Update No. 4, dated January 2, 2007. Replace the HMU and coupling shaft assembly if worn beyond limits.

FAA AD Differences

(h) None.

Other FAA AD Provisions

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

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

(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, the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(j) Refer to European Aviation Safety Agency AD 2007-0044, dated February 27, 2007, for related information.

(k) Contact Christopher Spinney, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: Christopher.spinney@faa.gov; telephone (781) 238-7175; fax (781) 238-7199, for more information about this AD.

Material Incorporated by Reference

(l) You must use Turbomeca Mandatory Service Bulletin No. 292 73 2812, Update No. 4, dated January 2, 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 Turbomeca, 40220 Tarnos-France; Tel (33) 05 59 74 40 00; Telex 570 042; Fax (33) 05 59 74 45 15.

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

Issued in Burlington, Massachusetts, on May 4, 2007.

Peter A. White,

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

[FR Doc. E7-8991 Filed 5-10-07; 8:45 am]



2007-10-08 Pacific Aerospace Limited: Amendment 39-15049; Docket No. FAA-2007-27859; Directorate Identifier 2007-CE-033-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective June 15, 2007.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Model 750XL airplanes, serial numbers 125, 126, and 127, certificated in any category.

Subject

- (d) Air Transport Association of America (ATA) Code 22: Autopilot.

Reason

- (e) The mandatory continuing airworthiness information (MCAI) states:
* * * failure of the Autopilot System Computer resulting in the possibility of an out of trim condition, which may lead to loss of aircraft control* * *

Actions and Compliance

- (f) Unless already done, do the following actions before further flight.
 - (1) Modify the autopilot pitch trim circuit with additional protective features following Pacific Aerospace Limited Mandatory Service Bulletin PACSB/XL/025, dated March 5, 2007.
 - (2) Inspect the Pitch Servo to confirm part number (P/N) 108-15-P1 is installed following Pacific Aerospace Limited Mandatory Service Bulletin PACSB/XL/025, dated March 5, 2007.
 - (i) If Pitch Servo P/N 108-15-P1 is installed, no further action is necessary.
 - (ii) If Pitch Servo P/N 108-15-P1 is not installed, replace the Pitch Servo with P/N 108-15-P1 following Pacific Aerospace Limited Mandatory Service Bulletin PACSB/XL/025, dated March 5, 2007.

FAA AD Differences

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

(1) The MCAI requires an interim action of disconnecting the autopilot following Pacific Aerospace Limited Alert Service Bulletin PACSB/XL/001, dated February 16, 2007. Since there are no products of this type currently registered in the United States, and Pacific Aerospace Limited Mandatory Service Bulletin PACSB/XL/025, dated March 5, 2007, supersedes Pacific Aerospace Limited Alert Service Bulletin PACSB/XL/001, dated February 16, 2007, we are not requiring disconnection of the autopilot. Instead we require the autopilot comply with the terminating actions in Pacific Aerospace Limited Mandatory Service Bulletin PACSB/XL/025, dated March 5, 2007.

(2) The MCAI allows modification of the pitch trim circuit within 150 hours time-in-service. Since there are no products of this type currently registered in the United States, we are requiring modification of the pitch trim circuit before a domestic airworthiness certificate can be issued.

Other FAA AD Provisions

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

(1) Alternative Methods of Compliance (AMOCs): The Manager, Small Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Karl Schletzbaum, Aerospace Engineer, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4146; fax: (816) 329-4090. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

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

Related Information

(h) Refer to MCAI Civil Aviation Authority of New Zealand AD DCA/750XL/12A, drafted: March 27, 2007, effective date: March 29, 2007; and Pacific Aerospace Limited Mandatory Service Bulletin PACSB/XL/025, dated March 5, 2007, for related information.

Material Incorporated by Reference

(i) You must use Pacific Aerospace Limited Mandatory Service Bulletin PACSB/XL/025, dated March 5, 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 Pacific Aerospace Limited, Hamilton Airport, Private Bag HN3027, Hamilton, New Zealand; telephone: (64) 7-843-6144; fax: (64) 7-843-6134.

(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/code_of_federal_regulations/ibr_locations.html.

Issued in Kansas City, Missouri on May 4, 2007.
Charles L. Smalley,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.