



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

**BIWEEKLY 2007-18**

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

U.S. Department of Transportation  
Federal Aviation Administration  
Regulatory Support Division  
Delegation and Airworthiness Programs Branch, AIR-140  
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Oklahoma City, OK 73125-0460  
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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 AVIACION	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

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<b>Biweekly 2007-18</b>			
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



**2007-11-02 Enstrom Helicopter Company:** Amendment 39-15059. Docket No. FAA-2006-26771; Directorate Identifier 2005-SW-07-AD.

**Applicability:** Model F-28A, F-28C, and F-28F helicopters, excluding serial number (S/N) 816 and subsequent; Model 280, 280C, 280F, and 280FX helicopters, excluding S/N 2100 and subsequent; and Model TH-28, 480, and 480B helicopters, excluding S/N 5058 and subsequent, certificated in any category.

**Compliance:** Required as indicated, unless accomplished previously.

To detect corrosion and prevent failure of a main rotor push-pull control rod (push-pull rod), and subsequent loss of control of the helicopter, accomplish the following:

(a) Within 10 hours time-in-service (TIS) or at the next annual inspection, whichever occurs first, review the helicopter maintenance records and determine the date that each push-pull rod, part number (P/N) 28-16253—all dash numbers (for Model F-28A, F-28C, F-28F, 280, 280C, 280F, and 280FX helicopters) and P/N 4140532—all dash numbers (for Model TH-28, 480, and 480B helicopters), was installed. If the date cannot be determined from the maintenance records, use the "Date MFD", which is located on the helicopter data plate, as the installation date for the push-pull rod.

(b) For Model F-28A, F-28C, F-28F, 280, 280C, 280F, and 280FX helicopters, using the compliance times stated in Table 1 of this AD, visually inspect the exterior and interior of each of the three push-pull rods for corrosion severe enough to cause pitting or any moisture, paying special attention to the area of the lower fitting, in accordance with section 5.1., INSPECTION, in Enstrom Helicopter Corporation Service Directive Bulletin No. 0096, dated September 10, 2003 (SDB 0096).

**Table 1**

<b>Helicopter models</b>	<b>Push-pull rod service life</b>	<b>Compliance times</b>
Model F-28A, F-28C, F-28F, 280, 280C, 280F, and 280FX helicopters.	Push-pull rod that has been installed for 20 or more years.	Inspect within 10 hours time-in-service (TIS) or at next annual inspection, whichever occurs first.
Model F-28A, F-28C, F-28F, 280, 280C, 280F, and 280FX helicopters.	Push-pull rod that has been installed for 10 or more years, but less than 20 years.	Inspect within 50 hours TIS or at the next annual inspection, whichever occurs first.
Model F-28A, F-28C, F-28F, 280, 280C, 280F, and 280FX helicopters.	Push-pull rod that has been installed for less than 10 years.	Inspect before the service life of the push-pull rod reaches 10 years since initial installation.



(1) Before further flight, if corrosion without pitting is found on a push-pull rod, then repair, reassemble, remark, and reinstall it in accordance with section 5.2., REPAIR/REASSEMBLY, in SDB 0096.

(2) Before further flight, if corrosion is found that is severe enough to cause pitting, or if any moisture is visible on the inside of a push-pull rod, replace it with an airworthy push-pull rod.

Note 1: Determining continued serviceability of the push-pull rods by inspecting the exterior only of each push-pull rod is described in Enstrom Helicopter Corporation Service Information Letter No. 0156, dated December 9, 2003.

(c) For Model TH-28, 480 and 480B helicopters, using the compliance times stated in Table 2 of this AD, visually inspect the exterior and interior of each of the three push-pull rods for corrosion severe enough to cause pitting or any moisture, paying special attention to the area of the lower fitting, in accordance with section 5.1., INSPECTION, in Enstrom Helicopter Corporation Service Directive Bulletin No. T-019, dated September 10, 2003 (SDB T-019).

**Table 2**

<b>Helicopter models</b>	<b>Push-pull rod service life</b>	<b>Compliance times</b>
Model TH-28, 480, and 480B helicopters.	Push-pull rod that has been installed for 10 or more years.	Inspect within 50 hours TIS or at the next annual inspection, whichever occurs first.
Model TH-28, 480, and 480B helicopters.	Push-pull rod that has been installed for less than 10 years.	Inspect before the service life of the push-pull rod reaches 10 years since initial installation.

(1) Before further flight, if corrosion without pitting is found on a push-pull rod, then repair, reassemble, remark, and reinstall it in accordance with section 5.2., REPAIR/REASSEMBLY, in SDB T-019.

(2) Before further flight, if corrosion is found that is severe enough to cause pitting, or if any moisture is visible on the inside of a push-pull rod, replace it with an airworthy push-pull rod.

Note 2: Determining continued serviceability of the push-pull rods by inspecting the exterior only of each push-pull rod is described in Enstrom Helicopter Corporation Service Information Letter No. T-019, dated December 9, 2003.

(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 Chicago Aircraft Certification Office, Small Airplane Directorate, FAA, for information about previously approved alternative methods of compliance.

(e) The inspection and replacement, if necessary, shall be done in accordance with Enstrom Helicopter Corporation Service Directive Bulletin No. 0096, dated September 10, 2003; Enstrom Helicopter Corporation Service Directive Bulletin No. T-019, dated September 10, 2003; Enstrom Helicopter Corporation Service Information Letter No. T-019, dated December 9, 2003; or Enstrom Helicopter Corporation Service Information Letter No. 0156, dated December 9, 2003, as applicable.

The Director of the Federal Register approved these incorporations by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from The Enstrom Helicopter Corporation, Twin County Airport, P.O. Box 490, Menominee, Michigan 49858. 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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

(f) This amendment becomes effective on October 2, 2007.

Issued in Fort Worth, Texas, on July 5, 2007.

David A. Downey,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. E7-16770 Filed 8-27-07; 8:45 am]



**2007-17-03 Pacific Aerospace Corporation, Ltd.:** Amendment 39-15161; Docket No. FAA-2007-27864; Directorate Identifier 2007-CE-038-AD.

**Effective Date**

- (a) This airworthiness directive (AD) becomes effective September 25, 2007.

**Affected ADs**

- (b) None.

**Applicability**

- (c) This AD applies to Model 750XL airplanes, serial numbers 101, 102, and 104 through 128, certificated in any category.

**Subject**

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

**Reason**

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

To prevent damage to the rear spar due to working and failing rivets between the rear spar and the inboard rib \* \* \*

The MCAI requires inspecting the inboard end of the rear spar for security of the blind rivets, inspecting the radii of the rear spar upper and lower flanges for cracking, inspecting the aft flange of the inboard rib for cracking, replacing the rear spar if cracks are found in any of the inspections, and replacing the rear spar blind rivets with bolts or rivets.

**Actions and Compliance**

- (f) Unless already done, do the following actions in accordance with Pacific Aerospace Limited Mandatory Service Bulletin PACSB/XL/022, dated February 14, 2007:

- (1) Within 50 hours time-in-service (TIS) after September 25, 2007 (the effective date of this AD), and thereafter at intervals not to exceed 150 hours TIS until the blind rivets have been replaced by bolts or rivets as required in paragraph (f)(3) of this AD, inspect the inboard end of the rear spar for security of the blind rivets, which attach the fuselage attach fitting to the rear spar and inboard rib; inspect the radii of the rear spar upper and lower flanges for cracking; and inspect the aft flange of the inboard rib for cracking.

(2) Before further flight, after any inspection where cracking is found, repair the aft flange of the inboard rib and/or replace the rear spar.

(3) Within the next 12 months after September 25, 2007 (the effective date of this AD) or within the next 300 hours TIS after September 25, 2007 (the effective date of this AD), whichever occurs first, replace the blind rivets (part number NAS1738E-6-6) that join the rear spar and the aft end of the inboard rib with bolts or rivets.

(4) After the modification required in paragraph (f)(3) of this AD, repetitively inspect the main wing aft attachment area at intervals not to exceed 12 months or 300 hours TIS, whichever occurs first. If any cracks are found, prior to further flight, repair the main wing aft attachment area.

### **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: Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4146; 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 the Civil Aviation Authority (CAA), which is the airworthiness authority for New Zealand AD DCA/750XL/9, dated March 29, 2007; and Pacific Aerospace Limited Mandatory Service Bulletin PACSB/XL/022, dated February 14, 2007, for related information.

### **Material Incorporated by Reference**

You must use Pacific Aerospace Limited Mandatory Service Bulletin PACSB/XL/022, dated February 14, 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, 3027 Hamilton, New Zealand; telephone: +64 7-843-6144; facsimile: +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/cfr/ibr-locations.html>.

Issued in Kansas City, Missouri, on August 8, 2007.

John R. Colomy,  
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.  
[FR Doc. E7-15978 Filed 8-20-07; 8:45 am]



**2007-17-04 Aquila Technische Entwicklungen GmbH:** Amendment 39-15162; Docket No. FAA-2007-28842; Directorate Identifier 2007-CE-064-AD.

**Effective Date**

- (a) This airworthiness directive (AD) becomes effective September 25, 2007.

**Affected ADs**

- (b) None.

**Applicability**

- (c) This AD applies to Model AQUILA AT01 airplanes, all serial numbers, certificated in any category.

**Subject**

- (d) Air Transport Association of America (ATA) Code 05: Maintenance Checks.

**Unsafe Condition**

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

Deformations of cross sections of the rear exhaust pipes were stated on several serial numbers having logged varying operating hours. One strongly deformed exhaust pipe showed additional cracks near the welding.

**Actions and Compliance**

- (f) Unless already done, within the next 10 hours time-in-service (TIS) after the effective date of this AD and thereafter at intervals not to exceed 50 hours TIS inspect the exhaust system for cracks and deformations and, if necessary, replace the defective parts following Aquila GmbH Service Bulletin and supplement SB-AT01-008, Issue 2, dated April 28, 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, 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 European Aviation Safety Agency (EASA) AD No.: 2006-0151, dated May 30, 2006; and Aquila GmbH Service Bulletin and supplement SB-AT01-008, Issue 2, dated April 28, 2006, for related information.

### **Material Incorporated by Reference**

(i) You must use Aquila GmbH Service Bulletin and supplement SB-AT01-008, Issue 2, dated April 28, 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 AQUILA GmbH, Flugplatz, D-14959 Schoenhagen, Germany; telephone: ++49 (0) 33731-707-0; fax: ++49 (0) 33731-707-11.

(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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Kansas City, Missouri on August 6, 2007.

Kim Smith,  
Manager, Small Airplane Directorate, Aircraft Certification Service.  
[FR Doc. E7-15913 Filed 8-20-07; 8:45 am]



**2007-17-05 Sikorsky Aircraft Corporation:** Amendment 39-15163. Docket No. FAA-2007-28971; Directorate Identifier 2007-SW-32-AD.

### **Applicability**

Model S-92A helicopter, with a tail rotor pitch change shaft and bearing assembly (shaft and bearing assembly) part number 92358-06303-041, installed, certificated in any category.

### **Compliance**

Required as indicated, unless accomplished previously.

To prevent failure of a shaft and bearing assembly, loss of tail rotor pitch and yaw control, and subsequent loss of control of a helicopter, do the following:

(a) Within 20 hours time-in-service (TIS), borescope inspect as follows:

(1) Inspect each affected shaft and bearing assembly at tail rotor side by following the Accomplishment Instructions, paragraphs 3.A.(1) through (7) and Figure 4 of Sikorsky Aircraft Corporation Alert Service Bulletin No. 92-64-002, dated August 3, 2007 (ASB). If the shaft bearing fails the inspection, replace the shaft and bearing assembly before further flight.

(2) Inspect each shaft and bearing assembly on the servo side through the oil filler cap by following the Accomplishment Instructions, paragraphs B.(1) through (9) and Figures 2 and 3, of the ASB. If the shaft bearing fails the inspection, replace the shaft and bearing assembly before further flight.

Note: Maintenance Manual SA S92A-ANM-000 pertains to the subject of this AD.

(b) Between 10 and 15 hours TIS after installing a shaft and bearing assembly, borescope inspect it by following paragraph (a) of this AD.

(c) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Boston Aircraft Certification Office, FAA, ATTN: Wayne Gaulzetti, Aviation Safety Engineer, 12 New England Executive Park, Burlington, MA 01803, telephone (781) 238-7156, fax (781) 238-7170, for information about previously approved alternative methods of compliance.

(d) The inspections of the shaft and bearing assembly shall be done by following Sikorsky Alert Service Bulletin No. 92-64-002, dated August 3, 2007. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Sikorsky Aircraft Corporation, Attn: Manager, Commercial Technical Support, mailstop s581a, 6900 Main Street, Stratford, Connecticut, phone (203) 383-4866, e-mail address [tsslibrary@sikorsky.com](mailto:tsslibrary@sikorsky.com). Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas or at the National



Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to:  
[http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

(e) This amendment becomes effective on August 21, 2007.

Issued in Fort Worth, Texas, on August 9, 2007.

Mark R. Schilling,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. E7-15980 Filed 8-20-07; 8:45 am]



**2007-17-06 Diamond Aircraft Industries GmbH:** Amendment 39-15164; Docket No. FAA-2007-27974; Directorate Identifier 2007-CE-040-AD.

**Effective Date**

(a) This airworthiness directive (AD) becomes effective September 25, 2007.

**Affected ADs**

(b) None.

**Applicability**

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

<b>Model</b>	<b>Serial Nos.</b>
DA 40	All serial numbers beginning with 40.006.
DA 40F	All serial numbers beginning with 40.F001.
	All serial numbers beginning with 40.FC001.

**Subject**

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

**Reason**

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

A nose landing gear leg failed in area of the nose gear leg pivot axle. This airplane was mostly operated on grass runways and training operations. This failure was based on a fatigue crack developed in the pivot axle. Material inspections figured out that this cracks may also develop on other serial No. pending the type of operation.

**Actions and Compliance**

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

(1) Inspect the nose landing gear leg for cracks as follows.

(i) Initially within the next 12 months after September 25, 2007 (the effective date of this AD) or within the next 200 hours time-in-service (TIS) after September 25, 2007 (the effective date of this AD), whichever occurs later.

(ii) Repetitively inspect thereafter at intervals not to exceed 12 months or 200 hours TIS, whichever occurs later.

(2) Replace the nose landing gear leg before further flight after any inspection required by paragraph (f)(1) of this AD in which cracks are found.

(3) After doing the replacement required in paragraph (f)(2) of this AD, repetitively inspect at intervals not to exceed 12 months or 200 hours TIS, whichever occurs later.

(4) Do the actions required in paragraphs (f)(1), (f)(2), and (f)(3) of this AD following Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB40-046/1, No. MSBD4-046/1, dated April 25, 2007, and the applicable maintenance manual.

### **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: Sarjapur Nagarajan, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4145; fax: (816) 329-4090. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(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 Austro Control AD No. A-2005-005, dated November 15, 2005; and Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB40-046/1, No. MSBD4-046/1, dated April 25, 2007, for related information.

### **Material Incorporated by Reference**

(i) You must use Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB40-046/1, No. MSBD4-046/1, dated April 25, 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 Diamond Aircraft Industries GmbH, N.A. Otto-Strabe 5, A-2700 Wiener Neustadt; Fax: \*\*43-2622-26620; or e-mail: support@diamond-air.at.

(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 August 10, 2007.

John Colomy,  
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.  
[FR Doc. E7-16098 Filed 8-20-07; 8:45 am]



**2007-17-08 DG Flugzeugbau GmbH and Glaser-Dirks Flugzeugbau GmbH:** Amendment 39-15166; Docket No. FAA-2007-28610; Directorate Identifier 2007-CE-058-AD.

**Effective Date**

- (a) This airworthiness directive (AD) becomes effective September 10, 2007.

**Affected ADs**

- (b) None.

**Applicability**

- (c) This AD applies to Models DG-500MB and DG-800B gliders, all serial numbers, that:
  - (1) Have SOLO engine 2 625 01 equipped with optional slip-clutch sets, SOLO part number (P/N) 29 00 202, installed; or
  - (2) Have SOLO engine 2 625 02 equipped with optional slip-clutch sets, SOLO P/N 29 00 202, installed; and
  - (3) Are certificated in any category.

**Subject**

- (d) Air Transport Association of America (ATA) Code 61: Propellers.

**Reason**

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

Instead of the hub normally used which carries the starter ring gear and the hub for the tooth belt a slip-clutch can be mounted. The unit contains the hub for the tooth belt and the starter ring gear. Occurrences during service have shown that under bad conditions excessive wear on several parts of the clutch can occur. In order to avoid further damages the affected parts of the slip clutch on the engines SOLO 2 625 01 and SOLO 2 652 02 have to be inspected and replaced, if necessary. In order to check the condition of the clutch on all engines SOLO 2 625 in future, additional procedures are installed and additional inspection terms are introduced. The cover plate in front of the slip clutch has to be replaced by a stronger plate with the No. 2042888.

The original Emergency AD has now been revised to indicate that the initial inspection of the installed slip-clutch is required when 12.5 hours in operation have been accumulated.

## **Actions and Compliance**

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

(1) Before further flight after September 10, 2007 (the effective date of this AD):

(i) Remove the cover plate of the slip-clutch;

(ii) Inspect the friction pads for wear. Dimension in new condition is .335 inches (8.5 mm), the wear limit is .256 inches (6.5 mm);

(iii) Inspect the slip-clutch shoes on the contact surface to the hub for wear. The wear limit is .039 inches (1 mm);

(iv) Replace any parts found to be outside the wear limit; and

(v) Assemble the slip-clutch with a new cover plate, P/N 2042888.

(2) Every 12.5 hours time-in-service (TIS) after doing the actions required by paragraph (f)(1) of this AD, repetitively inspect the slip-clutch and replace any parts found to be outside the wear limit before further flight after the inspection in which the part(s) exceeds the specified limit.

(3) Every 25 hours TIS after September 10, 2007 (the effective date of this AD), inspect the tiltplay of the clutch drum on the hub for excessive play.

(i) With the tooth belt released, measure the play in the axial direction on the starter gear. The play limit is .024 inches (0.6 mm); and

(ii) Before further flight after any inspection in which excessive play is found, replace with an FAA-approved part that is new or overhauled by the manufacturer.

(4) Every 50 hours TIS after September 10, 2007 (the effective date of this AD), replace the slip-clutch with an FAA-approved part that is new or overhauled by the manufacturer.

(5) As of September 10, 2007 (the effective date of this AD), only install slip-clutch cover plate P/N 2042888.

(6) Each time before the slip-clutch is mounted, degrease the taper of the crankshaft and the hub of the clutch with thinner following the instructions in the service bulletin specified in paragraph (f)(7) of this AD. The pound inches equivalent to 120 Nm is 1062.1.

(7) Do all actions required by this AD following SOLO Kleinmotoren GmbH Service Bulletin Nr. 4600-2-2, dated December 27, 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: Gregory Davison, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; 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 2120π0056.

### **Related Information**

(h) Refer to MCAI European Aviation Safety Agency (EASA) Emergency AD No. 2007-0001R1-E, dated January 10, 2007, and SOLO Kleinmotoren GmbH Service Bulletin Nr. 4600-2-2, dated December 27, 2006, for related information.

### **Material Incorporated by Reference**

(i) You must use SOLO Kleinmotoren GmbH Service Bulletin Nr. 4600-2-2, dated December 27, 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 SOLO Kleinmotoren GmbH, Customer Support, 71050 Sindelfingen, Germany; telephone: +49-(0) 7031-301-210; fax: +49-(0) 7031-301-136; e-mail: [wolfgang.emmerich@solo-germany.com](mailto:wolfgang.emmerich@solo-germany.com).

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust St., Room 506, Kansas City, Missouri 64016; 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 August 14, 2007.

Terry L. Chasteen,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 07-4090 Filed 8-20-07; 8:45 am]



**2007-17-09 Mitsubishi Heavy Industries:** Amendment 39-15167; Docket No. FAA-2007-27191; Directorate Identifier 2007-CE-007-AD.

**Effective Date**

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

**Affected ADs**

(b) This AD supersedes AD 93-07-11, Amendment 39-8543; and AD 94-04-16, Amendment 39-8836.

**Applicability**

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

(1) Category 1 Airplanes (TCDS A2PC):

Model	Serial Numbers
(i) MU-2B, MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, and MU-2B-26	008 through 347 (except 313 and 321)
(ii) MU-2B-30, MU-2B-35, and MU-2B-36	501 through 696 (except 652 and 661)

(2) Category 2 Airplanes (TCDS A10SW):

Model	Serial Numbers
(i) MU-2B-25, MU-2B-26, MU-2B-26A, and MU-2B-40	313SA, 321SA, 348SA through 459SA
(ii) MU-2B-35, MU-2B-36, MU-2B-36A, and MU-2B-60	652SA, 661SA and 697SA through 1569SA

**Unsafe Condition**

(d) This AD results from several incidents caused by excessive control wheel force. We are issuing this AD to retain the actions of reducing the maximum deflection of the elevator nose-down trim to a 1-degree to 3-degree range from AD 93-07-11 and AD 94-04-16 to prevent excessive control wheel force caused by extreme elevator nose-down trim deflection. We are also issuing this AD to modify the elevator trim indicator scale dial to be consistent with the reduced elevator trim capability. Inconsistencies between the elevator indicator scale dial and the elevator trim mechanical



stop may result in the pilot thinking that more nose-down trim is available beyond the mechanical stop. Attempting to force additional nose-down trim beyond the mechanical stop may jam the trim system, preventing subsequent electric trim changes until the pilot manually frees the trim wheel. These conditions may result in loss of control.

## Compliance

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

Actions	Compliance	Procedures
(1) Reduce the maximum deflection of the elevator nose-down trim to a 1-degree to 3-degree range.	(i) <u>For Category 1 airplanes:</u> Within the next 100 hours time-in-service (TIS) after April 11, 1994 (the effective date of AD 94-04-16).  (ii) <u>For Category 2 airplanes:</u> Within the next 100 hours TIS after June 1, 1993 (the effective date of AD 93-07-11).	(A) <u>For Category 1 airplanes:</u> Follow Mitsubishi Heavy Industries, Ltd., Service Bulletin No. 216, dated September 11, 1992.  (B) <u>For Category 2 airplanes:</u> Follow Mitsubishi Heavy Industries, Ltd., Service Bulletin No. 079/27-010, dated August 28, 1992.
(2) Modify the elevator trim indicator scale dial.	Within the next 100 hours TIS after September 25, 2007 (the effective date of this AD).	(i) For Category 1 airplanes: Follow Mitsubishi Heavy Industries, Ltd., Service Bulletin No. 228, dated July 13, 1998.  (ii) For Category 2 airplanes: Follow Mitsubishi Heavy Industries, Ltd., Service Bulletin No. 091/27-011, dated August 6, 1998.

## Alternative Methods of Compliance (AMOCs)

(f) The Manager, Fort Worth Airplane Certification Office (ACO), FAA, ATTN: Werner G. Koch, Aerospace Engineer, Fort Worth ACO, ASW-150, Rotorcraft Directorate, FAA, 2601 Meacham Boulevard, Fort Worth, Texas 76137-4298; telephone: (817) 222-5133; fax: (817) 222-5960, 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.

(g) AMOCs approved for AD 93-07-11, Amendment 39-8543 and AD 94-04-16, Amendment 39-8836 are approved for this AD.

## Material Incorporated by Reference

(h) You must use Mitsubishi Heavy Industries, Ltd., Service Bulletin No. 216, dated September 11, 1992; Mitsubishi Heavy Industries, Ltd., Service Bulletin No. 079/27-010, dated August 28, 1992; Mitsubishi Heavy Industries, Ltd., Service Bulletin No. 228, dated July 13, 1998; and Mitsubishi Heavy Industries, Ltd., Service Bulletin No. 091/27-011, dated August 6, 1998; 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 Mitsubishi Heavy Industries, Ltd., Service Bulletin No. 228, dated July 13, 1998; and Mitsubishi Heavy Industries, Ltd., Service Bulletin No. 091/27-011, dated August 6, 1998; under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On June 1, 1993, the Director of the Federal Register approved the incorporation by reference of Mitsubishi Heavy Industries, Ltd., Service Bulletin No. 079/27-010, dated August 28, 1992, listed in this AD.

(3) On April 11, 1994, the Director of the Federal Register approved the incorporation by reference of Mitsubishi Heavy Industries, Ltd., Service Bulletin No. 216, dated September 11, 1992, listed in this AD.

(4) For service information identified in this AD, contact Mitsubishi Heavy Industries America, Inc., 4951 Airport Parkway, Suite 800, Addison, Texas 75001; telephone: 972-934-5480; facsimile: 972-934-5488.

(5) 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](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

Issued in Kansas City, Missouri, on August 14, 2007.

Terry L. Chasteen,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-16288 Filed 8-20-07; 8:45 am]



**2007-17-17 Learjet:** Amendment 39-15175. Docket No. FAA-2007-28016; Directorate Identifier 2006-NM-227-AD.

**Effective Date**

(a) This AD becomes effective October 2, 2007.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to Learjet Model 31, 31A, 35, 35A (C-21A), 36, 36A, 55, 55B, and 55C airplanes, and Model 45 airplanes; certificated in any category; as identified in the service information specified in Table 1 of this AD.

**Table 1 - Applicable Service Information**

<b>Learjet Airplane Model</b>	<b>Service Bulletin</b>	<b>Revision Level</b>	<b>Date</b>
31/31A	Bombardier Service Bulletin 31-54-2	1	August 21, 2006
45	Bombardier Service Bulletin 45-54-3	2	August 15, 2003
35/35A (C-21A) and 36/36A	Learjet Service Bulletin 35/36-54-3	Original	March 16, 2001
55/55B/55C	Learjet Service Bulletin 55-54-3	Original	March 16, 2001

**Unsafe Condition**

(d) This AD results from a report that unsealed gaps (penetration points) of the engine firewall were discovered during production. We are issuing this AD to prevent penetration of flammable liquids or fire through the engine firewall into the engine pylon, which could lead to fire inside the airplane.

**Compliance**

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

## **Inspecting, Cleaning, and Sealing of Gaps in Engine Firewall**

(f) Within 12 months after the effective date of this AD, do the actions described in paragraphs (f)(1) and (f)(2) of this AD, in accordance with the applicable service information specified in Table 1 of this AD.

(1) For all airplanes: Inspect for unsealed gaps on the pylon side of the engine firewall and clean and seal any unsealed gap.

(2) For Learjet Model 45 airplanes only: Inspect the engine pylon trailing edge for unsealed gaps, and clean and seal any unsealed gap.

## **Credit for Actions Done Using Previous Service Information**

(g) Actions accomplished before the effective date of this AD according to Learjet Service Bulletin 31-54-2, dated March 16, 2001; or Bombardier Service Bulletin 45-54-3, dated March 16, 2001; or Revision 1, dated December 12, 2001; as applicable; are considered acceptable for compliance with the corresponding action specified in this AD.

## **Alternative Methods of Compliance (AMOCs)**

(h)(1) The Manager, Wichita Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) To request a different method of compliance or a different compliance time for this AD, follow the procedures 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**

(i) You must use the service documents identified in Table 2 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise. (For Bombardier Service Bulletin 45-54-3, Revision 2, dated August 15, 2003, only the first page of that document contains the correct revision date.) The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Learjet, Inc., One Learjet Way, Wichita, Kansas 67209-2942, for a copy of this service information. You may review copies at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, Washington; 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>.

**Table 2 – Material Incorporated by Reference**

<b>Service Bulletin</b>	<b>Revision Level</b>	<b>Date</b>
Bombardier Service Bulletin 31-54-2	1	August 21, 2006
Bombardier Service Bulletin 45-54-3	2	August 15, 2003
Learjet Service Bulletin 35/36-54-3	Original	March 16, 2001
Learjet Service Bulletin 55-54-3	Original	March 16, 2001

Issued in Renton, Washington, on August 14, 2007.

Stephen P. Boyd,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-16676 Filed 8-27-07; 8:45 am]



**2007-17-20 Pacific Aerospace Limited:** Amendment 39-15178; Docket No. FAA-2007-28436; Directorate Identifier 2007-CE-055-AD.

**Effective Date**

- (a) This airworthiness directive (AD) becomes effective October 2, 2007.

**Affected ADs**

- (b) None.

**Applicability**

- (c) This AD applies to 750XL airplanes, serial numbers 101, 102, 104 through 120, and 122 through 129, 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:

To prevent cracks developing in the aileron spar adjacent to the inboard hinge attachment accomplish the following:

Remove both ailerons, inspect and modify the aileron spar at the inboard hinge attachment point in accordance with Pacific Aerospace Ltd Service Bulletin PACSB/XL/027.

**Actions and Compliance**

- (f) Unless already done, within the next 6 months after October 2, 2007 (the effective date of this AD) or within the next 150 hours time-in-service after October 2, 2007 (the effective date of this AD), whichever occurs first, rework the left and right ailerons in accordance with Pacific Aerospace Ltd drawing number 11-03141/42, drawn March 26, 2007, as specified in Pacific Aerospace Limited Mandatory Service Bulletin PACSB/XL/027, dated March 27, 2007.

## **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: Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4146; fax: (816) 329-4090. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

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

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

## **Related Information**

(h) Refer to MCAI Civil Aviation Authority of New Zealand AD DCA/750XL/13, effective date April 26, 2007; Pacific Aerospace Limited Mandatory Service Bulletin PACSB/XL/027, dated March 27, 2007; and Pacific Aerospace Ltd drawing number 11-03141/42, drawn March 26, 2007, for related information.

## **Material Incorporated by Reference**

(i) You must use Pacific Aerospace Limited Mandatory Service Bulletin PACSB/XL/027, dated March 27, 2007; and Pacific Aerospace Ltd drawing number 11-03141/42, drawn March 26, 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, Private Bag HN3027, Hamilton, New Zealand, telephone: +(64) 7-843-6144, fax: +(64) 7-843-6134, e-mail: [pacific@aerospace.co.nz](mailto:pacific@aerospace.co.nz).

(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 August 16, 2007.

Terry L. Chasteen,  
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.  
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