



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

BIWEEKLY 2007-14

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

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

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

Biweekly 2007-01

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

Biweekly 2007-02

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

Biweekly 2007-03

2007-02-04		SOCATA-Groupe Aerospatiale	TB 20 and TB 21
2007-02-08		EADS SOCATA	TBM 700
2007-02-11	S 2002-21-11	EXTRA Flugzeugproduktions- und Vertriebs-GmbH	EA-300, EA-300L, EA-300S, EA-300/200
2007-02-12		Reims Aviation	F406
2007-02-13		DORNIER LUFTFAHRT	228-212
2007-02-17		Turbomeca	Engine: Arriel -1A, -1A1, -1A2, -1B, -1B2, -1C, -1C1, -1C2, -1D, -1D, -1D1, -1K1, -1E, -1E2, -1S, and -1S1 series
2007-03-06		Pilatus Aircraft Limited	PC-12 and PC-12/45
2007-03-08		Pilatus Aircraft Ltd.	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
2007-03-14		Turbomeca	Engine: Arriel 2B1

Biweekly 2007-04

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

Biweekly 2007-05

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

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AD No.	Information	Manufacturer	Applicability
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Biweekly 2007-06

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

Biweekly 2007-07

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

Biweekly 2007-08

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

Biweekly 2007-09

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

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Biweekly 2007-10

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

Biweekly 2007-11

2007-10-13		APEX Aircraft	CAP 10 B
2007-10-14	S 2003-07-06	British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201
2007-10-15		Cessna Aircraft Company	208 and 208B
2007-10-16		British Aerospace Regional Aircraft Jetstream	Jetstream Model 3201
2007-11-01		Robinson Helicopter Company	Rotorcraft: R44 and R44 II
2007-11-03		Dornier Luftfahrt GmbH	Dornier 228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, Dornier 228-202, and Dornier 228-212
2007-11-04		Reims Aviation S.A	F406
2007-11-06	S 2005-19-10	Turbomeca	Engine: Arrius 2F turboshaft

Biweekly 2007-12

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

Biweekly 2007-13

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

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Biweekly 2007-14

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



2007-13-12 Piaggio Aero Industries S.p.A.: Amendment 39-15116; Docket No. FAA-2007-27723; Directorate Identifier 2007-CE-029-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective August 3, 2007.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Model P-180 airplanes, serial numbers 1002, 1004 through 1107, 1109, and 1110, certificated in any category.

Subject

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

Reason

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

EASA EAD 2006-0072-E was issued on 31st March 2006 following a further failure of the forward support of the Main Wing Outboard Flap (MWOFF), caused by corrosion. This condition, if not corrected, may cause surface twisting during deployment at landing. The analysis of that event highlighted the need for the reduction of the previous inspection interval which was mandated by ENAC through AD 2004-523, approved by EASA with reference 2004-12521.

Now the TC holder has developed a new type of forward support for the Main Wing Outboard Flap with characteristics that improve the resistance to corrosion. When the new support is installed, the repetitive Eddy current inspection that was introduced by EASA EAD 2006-0072-E is no longer required.

Actions and Compliance

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

(1) Within the next 200 hours time-in-service (TIS) after August 3, 2007 (the effective date of this AD) or within 60 days after August 3, 2007 (the effective date of this AD), whichever occurs first, replace the outboard flap track forward bushing and the outboard flap track forward support. Do the replacements using the Accomplishment Instructions detailed in Part A of Piaggio Aero Industries S.p.A. Mandatory Service Bulletin (SB) No. 80-0210, Rev 4, dated July 19, 2006.

(2) At intervals not to exceed 1,500 hours TIS after doing the replacements required in paragraph (f)(1) of this AD, visually inspect the outboard flap track forward support for traces of any kind of corrosion and/or protective coat/finishing wear damage. Do the inspections using the Accomplishment Instructions detailed in Part B of Piaggio Aero Industries S.p.A. Mandatory SB No. 80-0210, Rev 4, dated July 19, 2006.

(3) Before further flight after each inspection required in paragraph (f)(2) of this AD in which any kind of corrosion or wear damage is found, contact the manufacturer for a repair scheme and incorporate the repair.

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, 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. 2006-0305, dated October 9, 2006; and Piaggio Aero Industries S.p.A. Mandatory Service Bulletin No. 80-0210, Rev 4, dated July 19, 2006, for related information.

Material Incorporated by Reference

(i) You must use Piaggio Aero Industries S.p.A. Mandatory Service Bulletin No. 80-0210, Rev 4, dated July 19, 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 PIAGGIO AERO INDUSTRIES S.p.A, Via Cibrario 4, 16154 Genoa, Italy; telephone: +39 010 6481 856; facsimile: +39 010 6481 374.

(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 June 15, 2007.

Kim Smith,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-12008 Filed 6-28-07; 8:45 am]



FAA
Aircraft Certification Service

AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/
www.gpoaccess.gov/fr/advanced.html

2007-13-14 APEX Aircraft: Amendment 39-15118; Docket No. FAA-2007-27530; Directorate Identifier 2007-CE-019-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective August 3, 2007.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Model CAP 10 B airplanes, all serial numbers, that are:
 - (1) Fitted with a rudder lower support, part number (P/N) CAP10-30-08-01* or CAP230-30-08-01* (* with or without a letter at the reference end), as applicable, supplied by APEX Aircraft after January 1, 2001; and
 - (2) Certificated in any category.

Subject

- (d) Air Transport Association of America (ATA) Code 55: Stabilizers.

Reason

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

Two cases of rudder lower support with cracks have been reported, waiting for a technical solution, inspections are required.

Actions and Compliance

- (f) Unless already done, do the following actions:
 - (1) Within the next 50 hours time-in-service (TIS) after August 3, 2007 (the effective date of this AD), do inspection A using Apex Aircraft Service Bulletin No. 040707, dated July 29, 2004.
 - (2) Every 50 hours TIS after the inspection required by paragraph (f)(1) of this AD, do inspection B using Apex Aircraft Service Bulletin No. 040707, dated July 29, 2004.
 - (3) When a crack is detected as a result of any inspection required by paragraph (f)(1) or (f)(2) of this AD, before further flight, return the part to APEX Aviation using Apex Aircraft Service Bulletin No. 040707, dated July 29, 2004, and install an airworthy part or incorporate the repair. Continued operation with any rudder lower support with cracks is prohibited.

(4) Before further flight after the inspection required in paragraph (f)(1) of this AD, do not install a rudder lower support, P/N CAP10-30-08-01* or CAP230-30-08-01*, unless it is inspected and found to be crack free following the requirements of this AD.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: The MCAI and service bulletin require inspection A before the next flight and inspection B every 25 flight hours. We consider before the next flight as an urgent safety of flight compliance time, and we do not consider this unsafe condition to be an urgent safety of flight condition. Because we do not consider this unsafe condition to be an urgent safety of flight condition, we issued this action through the normal notice of proposed rulemaking (NPRM) AD process followed by this final rule. The time of 50 hours TIS is an adequate compliance for this AD action and meets the FAA requirements of an NPRM followed by a final rule.

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 EASA AD No. F-2004-143, dated August 18, 2004; and Apex Aircraft Service Bulletin No. 040707, dated July 29, 2004, for related information.

Material Incorporated by Reference

(i) You must use Apex Aircraft Service Bulletin No. 040707, dated July 29, 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 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: 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 June 19, 2007.

Kim Smith,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-12319 Filed 6-28-07; 8:45 am]



2007-13-15 Alpha Aviation Design Limited (Type Certificate No. A48EU previously held by APEX Aircraft and AVIONS PIERRE ROBIN): Amendment 39-15119; Docket No. FAA-2006-26494; Directorate Identifier 2006-CE-079-AD.

Effective Date

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

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Model R2160 airplanes, serial numbers 001 through 378, 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 unchecked corrosion developing on the wing spars due to access for inspections being difficult under normal maintenance practices, which could lead to an unsafe condition and possibly a catastrophic failure of the wing...

The MCAI requires inspecting the visible parts of the spar web and the upper and lower boom angles (top and bottom spar caps) for corrosion and correcting as necessary.

Actions and Compliance

- (f) Unless already done, do the following actions (Accomplishment of European Aviation Safety Agency (EASA) AD 2005-0028 satisfies the requirement of this AD):

- (1) Initially within 60 months after aircraft date of manufacture or within 6 months after August 10, 2007 (the effective date of this AD), whichever occurs later, and thereafter at intervals not to exceed 24 months, remove the main landing gear legs and all the wing inspection panels following the instructions in the aircraft maintenance manual and inspect the visible parts of the spar web and the upper and lower boom angles (top and bottom spar caps), following Avions Pierre Robin Service Letter No. 19, dated October 1980; and Avions Pierre Robin Service Bulletin No. 99, dated June 24,

1983. If the spars are replaced, then you must inspect within 60 months from the date of replacement and thereafter every 24 months.

(i) If, during any inspection required by paragraph (f)(1) of this AD, any sign of corrosion is found on the rear face of the spar web or the upper and lower boom angles, then inspect the front face of the spar for corrosion following Avions Pierre Robin Service Letter No. 19, dated October 1980; and Avions Pierre Robin Service Bulletin No. 99, dated June 24, 1983. It may be necessary to cut inspection holes or remove the wings to inspect the front face of the spar. Inspection holes must be prepared to a manufacturer-approved repair scheme.

(ii) If corrosion is found during any inspection required by this AD that does not exceed the limits specified in Avions Pierre Robin Service Letter No. 19, dated October 1980, treat the corrosion following Avions Pierre Robin Service Letter No. 19, dated October 1980; and Avions Pierre Robin Service Bulletin No. 99, dated June 24, 1983.

(2) If corrosion is found during any inspection required by this AD that exceeds the limits specified in Avions Pierre Robin Service Letter No. 19, dated October 1980, before further flight from when the corrosion is found that exceeds the limits:

- (i) Obtain an FAA-approved repair scheme from the manufacturer; and
- (ii) incorporate this repair scheme.

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/R2000/37A, dated December 21, 2006; Avions Pierre Robin Service Letter No. 19, dated October 1980; and Avions Pierre Robin Service Bulletin No. 99, dated June 24, 1983, for related information.

Material Incorporated by Reference

(i) You must use Avions Pierre Robin Service Letter No. 19, dated October 1980; and Avions Pierre Robin Service Bulletin No. 99, dated June 24, 1983, 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 Alpha Aviation Ltd, Ingram Road, Hamilton Airport RD 2, Hamilton 2021, New Zealand; telephone: 011 64 7 843 7070; fax: 011 64 7 843 8040; Internet: <http://www.alphaaviation.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 June 21, 2007.

David R. Showers,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-12506 Filed 7-5-07; 8:45 am]



2007-13-16 Diamond Aircraft Industries GmbH: Amendment 39-15120; Docket No. FAA-2007-27610; Directorate Identifier 2007-CE-023-AD.

Effective Date

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

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Model DA 42 airplanes, serial numbers (S/N) 42.004 and up, certificated in any category.

Subject

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

Reason

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

It has been determined that the surface roughness of the wing stub safety walks Series 300, gray color (equals sandpaper grid 40), installed during production on some aeroplane S/Ns, adversely affects the aircraft single engine climb performance.

AFM published twin engine climb performance is not affected by this AD.

Actions and Compliance

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

- (1) For S/N 42.004 through 42.035, and 42.037: Within 60 days after August 10, 2007 (the effective date of this AD), do the following actions following Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB-42-006/1, dated September 20, 2005:

- (i) Exchange the wing stub safety walks following paragraph 1.8, Action 2 a) to b) of Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB-42-006/1, dated September 20, 2005.

(ii) Insert Diamond Aircraft Airplane Flight Manual Temporary Revision Performance Data DA 42 AFM TR-MÄM-42-111/a, dated September 20, 2005, Revision 3 to the Airplane Flight Manual (AFM), or any future revision that incorporates the same information into the Diamond Aircraft Industries GmbH Aircraft Airplane Flight Manual DA 42, Doc. 7.01.05-E.

(2) For S/N 42.036, 42.038 through 42.064, 42.107, 42.109, 42.110, and 42.177: Within 60 days after August 10, 2007 (the effective date of this AD), insert Diamond Aircraft Airplane Flight Manual Temporary Revision Performance Data DA 42 AFM TR-MÄM-42-111/a, dated September 20, 2005, Revision 3 to the AFM, or any future revision that incorporates the same information into the Diamond Aircraft Industries GmbH Aircraft Airplane Flight Manual DA 42, Doc. 7.01.05-E.

(3) For S/N 42.004 and up: Within 60 days after August 10, 2007 (the effective date of this AD), adhere to the following:

(i) No wing stub safety walks Series 300 (equals sandpaper grid 40), gray color, part number (P/N) D60-1127-10-51 (no revision letter attached) may be installed as a spare part on the Model DA 42 airplane. Only Diamond Aircraft Industries (DAI) GmbH released safety walk P/Ns with a surface roughness equal to or finer than sandpaper grid 100 are approved for installation as spare parts.

(ii) Diamond Aircraft Airplane Flight Manual Temporary Revision Performance Data DA 42 AFM TR-MÄM-42-111/a, dated September 20, 2005, Revision 3 to the AFM, or any future revision that incorporates the same information, must remain part of Diamond Aircraft Industries GmbH Aircraft Airplane Flight Manual DA 42, Doc. 7.01.05-E.

FAA AD Differences

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

(1) The MCAI and service bulletin require the insertion of Diamond Aircraft Airplane Flight Manual Temporary Revision Performance Data DA 42 AFM TR-MÄM-42-111/a, dated September 20, 2005, Revision 3 to the Airplane Flight Manual, or any future revision that incorporates the same information into the Diamond Aircraft Industries GmbH Aircraft Airplane Flight Manual DA 42, Doc. 7.01.05-E, immediately upon receipt. We consider immediately upon receipt as an urgent safety of flight compliance time, and we do not consider this unsafe condition to be an urgent safety of flight condition. Because we do not consider this unsafe condition to be an urgent safety of flight condition, we issued this action through the normal notice of proposed rulemaking (NPRM) AD process followed by this final rule. The time of 60 days after August 10, 2007 (the effective date of this AD) is an adequate compliance for this AD action and met the FAA requirements of an NPRM followed by a final rule.

(2) Paragraphs A)i) and B)i) of the MCAI, state to assure that AFM TR-MAM-42-103, distributed with DAI MSB42-005, is inserted into AFM Doc. 7.01.05-E, rev. 2 or earlier revision. This AFM requirement was for an MCAI on which the United States did not take AD action. The action is no longer necessary when the actions in this AD are done. Therefore, the action is not being mandated in the U.S. AD action.

(3) The MCAI references revision 2 of the AFM. The FAA AD references revision 3.

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 Austrian Civil Aviation Administration Austro Control GmbH AD No. A-2005-003, dated October 21, 2005; Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB-42-006/1, dated September 20, 2005; and Diamond Aircraft Temporary Revision Performance Data DA 42 AFM TR-MÄM-42-111/a, dated September 20, 2005, for related information.

Material Incorporated by Reference

(i) You must use Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB-42-006/1, dated September 20, 2005; and Diamond Aircraft Temporary Revision Performance Data DA 42 AFM TR-MÄM-42-111/a, dated September 20, 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 Diamond Aircraft Industries Inc., 1560 Crumlin Sideroad, London, Ontario, Canada N5V 1S2; telephone: (519) 457-4051; fax: (800) 934-3519.

(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 June 21, 2007.

David R. Showers,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-12500 Filed 7-5-07; 8:45 am]



2007-13-17 Air Tractor, Inc.: Amendment 39-15121; Docket No. FAA-2007-27212; Directorate Identifier 2007-CE-011-AD.

Effective Date

- (a) This AD becomes effective on August 10, 2007.

Affected ADs

- (b) This AD supersedes AD 2006-22-08, Amendment 39-14805.

Applicability

- (c) This AD affects all Models AT-602, AT-802, and AT-802A airplanes, all serial numbers, that are certificated in any category.

Unsafe Condition

- (d) This AD results from reports of two Model AT-802A airplanes with cracked engine mounts (at 2,815 hours time-in-service (TIS) and 1,900 hours TIS) below the initial compliance time in AD 2006-22-08. The FAA has determined that an initial inspection when the airplane reaches a total of 1,300 hours TIS is required instead of 4,000 hours TIS as required by AD 2006-22-08. We are issuing this AD to detect and correct cracks in the engine mount, which could result in failure of the engine mount. Such failure could lead to separation of the engine from the airplane.

Compliance

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

Actions	Compliance	Procedures
(1) Visually inspect the engine mount for any cracks.	Initially inspect when the airplane reaches a total of 1,300 hours TIS or within the next 100 hours TIS after August 10, 2007 (the effective date of this AD), whichever occurs later, unless already done. Thereafter, inspect repetitively at intervals not to exceed 300 hours TIS.	Follow Snow Engineering Co. Service Letter #253, dated December 12, 2005, revised January 22, 2007.
(2) If you find any crack damage, do the following: (i) Obtain an FAA-approved repair scheme or replacement procedure from the manufacturer; and (ii) Repair following the FAA-approved repair scheme or replace the engine mount with a new engine mount following the replacement procedure.	Before further flight after any inspection required by paragraph (e)(1) of this AD where crack damage is found. If you repair the cracked engine mount, then continue to reinspect at intervals not to exceed 300 hours TIS, unless the repair scheme states differently. If you replace the engine mount, then initially inspect upon accumulating 1,300 hours TIS and repetitively at intervals not to exceed 300 hours TIS.	For obtaining a repair scheme or replacement procedure: Contact Air Tractor Inc., P.O. Box 485, Olney, Texas 76374; telephone: (940) 564-5616; facsimile: (940) 564-5612.

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; facsimile: (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.

(g) AMOCs approved for AD 2006-22-08 are not approved for this AD.

Related Information

(h) 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; facsimile: (940) 564-5612. To view the AD docket, go to U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590, or on the Internet at <http://dms.dot.gov>. The docket number is Docket No. FAA-2007-27212; Directorate Identifier 2007-CE-011-AD.

Material Incorporated by Reference

(i) You must use Snow Engineering Co. Service Letter 253, dated December 12, 2005, revised January 22, 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 Tractor Inc., P.O. Box 485, Olney, Texas 76374; telephone: (940) 564-5616; facsimile: (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 June 22, 2007.

Kim Smith,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E7-12627 Filed 7-5-07; 8:45 am]



2007-13-18 SOCATA–Groupe Aerospatiale: Amendment 39-15122; Docket No. FAA-2007-27432; Directorate Identifier 2007-CE-017-AD.

Effective Date

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

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Models TB 9, TB 10, and TB 200 airplanes, all serial numbers, certificated in any category.

Subject

- (d) Air Transport Association of America (ATA) Code 5: Time Limits.

Reason

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

The aim of this Airworthiness Directive (AD) is to introduce a new life limit for engine and Nose Landing Gear (NLG) mounts installed on EADS SOCATA TB 9, TB 10 and TB 200 airplanes, as defined in the updated Airworthiness Limitations Section (ALS) of the relevant Aircraft Maintenance Manuals (AMM).

This AD requires introduction of the new 10,000 Flight Hour life limit for engine and NLG mounts into the operator's maintenance program through the Revision 18 of the AMM.

Actions and Compliance

- (f) Unless already done, within the next 30 days after August 10, 2007 (the effective date of this AD), incorporate the life limits in the Airworthiness Limitations documents presented in paragraphs (f)(1), (f)(2), and (f)(3) of this AD into the FAA-approved maintenance program, as applicable. This may be done by updating the Airworthiness Limitations Section of the airplane maintenance manual (AMM) and inserting the following applicable revision. The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may do this action. Make an entry in the aircraft records showing

compliance with this portion of the AD following section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(1) For Model TB 9 airplanes: Use SOCATA TB 9 Model Maintenance Manual, 04, Airworthiness Limitations, Revision 18, dated September 2006, or later revision that incorporates the same life limit for the engine mount and NLG mount as the above referenced Revision 18;

(2) For Model TB 10 airplanes: Use SOCATA TB 10 Model Maintenance Manual, 04, Airworthiness Limitations, Revision 18, dated September 2006, or later revision that incorporates the same life limit for the engine mount and NLG mount as the above referenced Revision 18; or

(3) For Model TB 200 airplanes: Use SOCATA TB 200 Model Maintenance Manual, 04, Airworthiness Limitations, Revision 18, dated September 2006, or later revision that incorporates the same life limit for the engine mount and NLG mount as the above referenced Revision 18.

FAA AD Differences

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

Other FAA AD Provisions

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

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

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

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

Related Information

(h) Refer to MCAI European Aviation Safety Agency (EASA) AD No. 2007-0034, dated February 22, 2007; SOCATA TB 9 Model Maintenance Manual, 04, Airworthiness Limitations, Revision 18, dated September 2006; SOCATA TB 10 Model Maintenance Manual, 04, Airworthiness Limitations, Revision 18, dated September 2006; and SOCATA TB 200 Model Maintenance Manual, 04, Airworthiness Limitations, Revision 18, dated September 2006, for related information.

Material Incorporated by Reference

(i) You must use SOCATA TB 9 Model Maintenance Manual, 04, Airworthiness Limitations, Revision 18, dated September 2006; SOCATA TB 10 Model Maintenance Manual, 04, Airworthiness Limitations, Revision 18, dated September 2006; and SOCATA TB 200 Model Maintenance Manual, 04, Airworthiness Limitations, Revision 18, 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 June 22, 2007.

Kim Smith,
Manager, Small Airplane Directorate, Aircraft Certification Service.
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