

Issued in Renton, Washington, on August 11, 2010.

Jeffrey E. Duven,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2009-0201; Directorate Identifier 2008-NE-47-AD; Amendment 39-16314; AD 2010-11-09]

RIN 2120-AA64

Airworthiness Directives; Thielert Aircraft Engines GmbH (TAE) Models TAE 125-01 and TAE 125-02-99 Reciprocating Engines Installed In, But Not Limited To, Diamond Aircraft Industries Model DA 42 Airplanes; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: The FAA is correcting airworthiness directive (AD) 2010-11-09, which published in the **Federal Register**. That AD applies to TAE models TAE 125-01 and TAE 125-02-99 reciprocating engines, installed in, but not limited to, Diamond Aircraft Industries model DA 42 airplanes. The part number for engine model TAE 125-01 is missing a digit in paragraph (c) and in paragraph (e)(3). This document corrects those part numbers. In all other respects, the original document remains the same.

DATES: This correction is effective September 2, 2010. The compliance times of AD 2010-11-09 remain unchanged.

FOR FURTHER INFORMATION CONTACT: Tara Chaidez, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; e-mail: tara.chaidez@faa.gov; telephone (781) 238-7773; fax (781) 238-7199.

SUPPLEMENTARY INFORMATION: On June 8, 2010 (75 FR 32253), we published a final rule AD, FR Doc. 2010-12540, in the **Federal Register**. That AD applies to TAE models TAE 125-01 and TAE 125-02-99 reciprocating engines, installed in, but not limited to, Diamond Aircraft Industries model DA 42 airplanes. We need to make the following corrections:

§ 39.13 [Corrected]

On page 32254, in the second column, in paragraph (c), in the fifth line, “or 02-

7200-1401R1” is corrected to read “or 02-7200-14017R1”.

On page 32254, in the second column, in paragraph (e)(3), in the second line, “engine P/N 02-7200-1401R1” is corrected to read “engine P/N 02-7200-14017R1”

Issued in Burlington, Massachusetts, on August 26, 2010.

Thomas A. Boudreau,

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

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2010-0463; Directorate Identifier 2010-CE-021-AD; Amendment 39-16425; AD 2010-10-01 R1]

RIN 2120-AA64

Airworthiness Directives; GA 8 Airvan (Pty) Ltd Models GA8 and GA8-TC320 Airplanes

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: We are revising an existing airworthiness directive (AD) for the products listed above. This AD results from mandatory continuing airworthiness information (MCAI) issued by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as:

Inspection of a high time aircraft has revealed cracks in the Horizontal Stabiliser rear spar splice plate and inboard main ribs around the area of the Horizontal Stabiliser rear pivot attachment. Additionally, failure of some attach bolts in service may be due to improper assembly.

This amendment is issued to include an applicability matrix (Table 1, page 2) in the compliance section of the service bulletin for improved clarity.

We are issuing this AD to require actions to correct the unsafe condition on these products.

DATES: This AD becomes effective October 7, 2010.

On October 7, 2010, the Director of the Federal Register approved the incorporation by reference of Gippsland Aeronautics Mandatory Service Bulletin SB-GA8-2002-02, Issue 6, dated April 21, 2010, listed in this AD.

As of March 2, 2009 (74 FR 8159; February 24, 2009), the Director of the

Federal Register approved the incorporation by reference of Gippsland Aeronautics Mandatory Service Bulletin SB-GA8-2002-02, Issue 5, dated November 13, 2008, listed in this AD.

ADDRESSES: You may examine the AD docket on the Internet at <http://www.regulations.gov> or in person at the Docket Management Facility, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090.

SUPPLEMENTARY INFORMATION:

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to include an AD that would apply to the specified products. That NPRM was published in the **Federal Register** on June 21, 2010 (75 FR 34953), and proposed to revise AD 2010-10-01, Amendment 39-16280 (75 FR 23577, May 4, 2010).

Since we issued AD 2010-10-01, the foreign authority has issued an amendment to include an applicability matrix in the compliance section of the manufacturer's service bulletin for improved clarity. The FAA is revising this AD to allow the use of issue 6 or issue 5 of the service bulletin. An operator would be in compliance if the operator chose to only accomplish issue 5 of the service bulletin. This revision of the FAA's AD will make the FAA AD more in line with the latest version of the received MCAI.

The NPRM proposed to correct an unsafe condition for the specified products. The MCAI states that:

Inspection of a high time aircraft has revealed cracks in the Horizontal Stabiliser rear spar splice plate and inboard main ribs around the area of the Horizontal Stabiliser rear pivot attachment. Additionally, failure of some attach bolts in service may be due to improper assembly.

This amendment is issued to include an applicability matrix (Table 1, page 2) in the compliance section of the service bulletin for improved clarity.

The previous amendment included reference to the GA8-TC 320 variant in the applicability section.

Amendment 2 was issued because the requirement document now contains an inspection for cracking in horizontal stabilisers which have load transferring fittings installed.

Previous amendments of this AD listed the AD requirements in full. Due to the extensive