FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS
BALLOONS, AIRSHIPS, AND UAS

BIWEEKLY 2024-09

04/22/2024 - 05/05/2024

Federal Aviation Administration
Continued Operational Safety Policy Section, AIR-141
P.O. Box 25082
Oklahoma City, OK 73125-0460

SMALL AIRCRAFT

AD No.	Information	Manufacturer	Applicability

Information Key: E- Emergency; COR - Correction; R - Replaces, A- Affects

Biweekly 2024-01

2023-26-03		WACO Classic Aircraft Corporation	2T-1A-2
2024-01-52	E	Hélicoptères Guimbal	CABRI G2

Biweekly 2024-02

2024-01-03	R 2023-01-07	GE Aviation Czech s.r.o.	H75-100, H75-200, H80, H80-100, H80-200, H85-100, H85-200
2024-02-55	E	Bell Textron Canada Limited	505

Biweekly 2024-03

2024-01-11		Pacific Scientific Company Airbus Helicopters	Rotary Buckle Assembly
2024-01-52	R 2023-24-51	Hélicoptères Guimbal	CABRI G2

Biweekly 2024-04

2024-02-01		Airbus Helicopters	EC225LP
2024-02-04	R 2021-13-07	GE Aviation Czech s.r.o.	M601E-11, M601E-11A, M601E-11AS, M601E-11S
2024-04-51	E	Pratt & Whitney Canada Corp.	PT6A-64, PT6A-66, PT6A-66A, PT6A-66B, PT6A-66D, PT6A-67, PT6A-67A, PT6A-67AF, PT6A-67AG, PT6A-67B, PT6A-67D, PT6A-67F, PT6A-67P, PT6A-67R, PT6A-67RM, PT6A-67T, PT6A-68, PT6A-68D, PT6E-66XT, PT6E-67XP

Biweekly 2024-05

2024-02-55		Bell Textron Canada Limited	505
2024-04-02		Robinson Helicopter Company	R22, R22 ALPHA, R22 BETA, R22 MARINER, R44, R44 II, R66
2024-04-10		Airbus Helicopters Deutschland GmbH (AHD)	EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2+/EC635T2+, EC135T3, EC635T2+, EC135T2
2024-05-01		Austro Engine GmbH	E4, E4P
2024-05-51	E	General Electric Company Delta Enterprise LLC Heliqwest International Inc. Pickering Aviation Inc. SIXTYHAWK TC LLC CAPITOL HELICOPTERS INC Central Copters Inc. Sikorsky Aircraft Corporation ACE Aeronautics LLC Billings Flying Service Inc. Blackhawk Mission Equipment Carson Helicopters Inc. High Performance Helicopters Corp.	CT7-2E1, CT7-2F1, CT7-8A, CT7-8E, CT7-8F5, EH-60A, HH-60L, S-70, S-70A, S-70C, S-70C(M), S-70C(M1), S-70M, UH-60A, CT7-8, CT7-2D, CT7-2D1

SMALL AIRCRAFT

AD No.	Information	Manufacturer	Applicability

Information Key: E- Emergency; COR - Correction; R - Replaces, A- Affects

		Northwest Rotorcraft LLC PJ Helicopters Inc Reeder Flying Service Inc. SKYDANCE BLACKHAWK OPERATIONS LLC Timberline Helicopters Inc. Unical Air Inc.	CT7-2E1, CT7-2F1, CT7-8A, CT7-8E, CT7-8F5, EH-60A, HH-60L, S-70, S-70A, S-70C, S-70C(M), S-70C(M1), S-70M, UH-60A, CT7-8, CT7-2D, CT7-2D1
Biweekly 2024-06			
2024-03-05	A 2021-13-07 A 2022-13-16 A 2022-14-12 A2023-01-10	GE Aviation Czech s.r.o.	M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, M601F
2024-04-01		Airbus Helicopters Deutschland GmbH (AHD)	EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T3, MBB-BK 117 C-2, MBB-BK 117 D-2, MBB-BK 117 D-3
2024-04-05		Leonardo S.p.a.	AB412, AB412 EP
2024-04-51		Pratt & Whitney Canada Corp.	PT6A-64, PT6A-66, PT6A-66A, PT6A-66B, PT6A-66D, PT6A-67, PT6A-67A, PT6A-67AF, PT6A-67AG, PT6A-67B, PT6A-67D, PT6A-67F, PT6A-67P, PT6A-67R, PT6A-67RM, PT6A-67T, PT6A-68D, PT6A-68, PT6E-67XP, PT6E-66XT
2024-05-51		General Electric Company Delta Enterprise Heliqwest International Inc. Pickering Aviation Inc. SIXTYHAWK TC LLC CAPITOL HELICOPTERS INC Central Copters Inc. Sikorsky Aircraft Corporation ACE Aeronautics LLC Billings Flying Service Inc. Blackhawk Mission Equipment Carson Helicopters High Performance Helicopters Corp. Northwest Rotorcraft LLC PJ Helicopters Inc Reeder Flying Service Inc. SKYDANCE BLACKHAWK OPERATIONS LLC Timberline Helicopters Inc. Unical Air Inc.	CT7-2E1, CT7-2F1, CT7-8A, CT7-8E, CT7-8F5, EH-60A, HH-60L, S-70, S-70A, S-70C, S-70C(M), S-70C(M1), S-70M, UH-60A
2024-06-51	E	General Electric Company Delta Enterprise Heliqwest International Inc. Pickering Aviation Inc. SIXTYHAWK TC LLC CAPITOL HELICOPTERS INC Central Copters Inc. Sikorsky Aircraft Corporation ACE Aeronautics LLC Billings Flying Service Inc. Blackhawk Mission Equipment Carson Helicopters High Performance Helicopters Corp. Northwest Rotorcraft LLC PJ Helicopters Inc Reeder Flying Service Inc.	CT7-2E1, CT7-2F1, CT7-8A, CT7-8E, CT7-8F5, EH-60A, HH-60L, S-70, S-70A, S-70C, S-70C(M), S-70C(M1), S-70M, UH-60A

SMALL AIRCRAFT

AD No.	Information	Manufacturer	Applicability

Information Key: E- Emergency; COR - Correction; R - Replaces, A- Affects

		SKYDANCE BLACKHAWK OPERATIONS LLC Timberline Helicopters Inc. Unical Air Inc.	CT7-2E1, CT7-2F1, CT7-8A, CT7-8E, CT7-8F5, EH-60A, HH-60L, S-70, S-70A, S-70C, S-70C(M), S-70C(M1), S-70M, UH-60A
Biweekly 2024-07			
2024-06-02		GE Aviation Czech s.r.o.	M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, M601F
2024-07-51	E	Bell Textron Canada Limited	429
Biweekly 2024-08			
2024-05-06		Leonardo S.p.a.	AW169
2024-05-07		Leonardo S.p.a.	AW189
2024-06-51	R 2024-05-51	General Electric Company	CT7-2E1, CT7-2F1, CT7-8A, CT7-8E, CT7-8F5
2024-07-03		Diamond Aircraft Industries Inc	DA 62
Biweekly 2024-09			
2024-06-13	R 2022-21-15	Diamond Aircraft Industries GmbH	DA 42, DA 42 NG, DA 42 M-NG
2024-07-01		Hamilton Sundstrand Corporation	14SF- 7, 14SF-15, 14SF-23
2024-07-07	R 2010-18-06	GA 8 Airvan (Pty) Ltd	GA8, GA8-TC320
2024-08-03		Britten-Norman Aircraft Ltd.	BN-2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN-2T, BN-2T-4R, BN2T-4S, BN2A MK. III, BN2A MK. III-2, BN2A MK. III-3
2024-08-07	R 2023-12-17	Pilatus Aircraft Ltd.	PC-12, PC-12/45, PC-12/47, PC-12/47E

PART 39-AIRWORTHINESS DIRECTIVES

The authority citation for part 39 continues to read as follows:

[Amended]

The FAA amends §39.13 by:

Removing Airworthiness Directive 2022-21-15, Amendment 39-22214 (, November 9, 2022); and

Adding the following new airworthiness directive:

2024-06-13 Diamond Aircraft Industries GmbH: Amendment 39-22718; Docket No. FAA-2023-2143; Project Identifier MCAI-2023-00088-A.

(a) Effective Date

This airworthiness directive (AD) is effective May 28, 2024.

(b) Affected ADs

This AD replaces AD 2022-21-15, Amendment 39-22214 (, November 9, 2022).

(c) Applicability

This AD applies to Diamond Aircraft Industries GmbH (DAI) Model DA 42, DA 42 NG, and DA 42 M-NG airplanes, all serial numbers, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 2700, Flight Control System.

(e) Unsafe Condition

This AD was prompted by reports of a loose rudder T-yoke bolt nut, excessive wear of the hole, and insufficient hole edge margin at the rudder steering bracket. The FAA is issuing this AD to detect and correct vertical movement of the T-yoke bolt (axle). The unsafe condition, if not addressed, could lead to blockage or loss of rudder control and result in reduced control of the airplane.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Definitions

For the purposes of this AD, the following definitions apply.

(1) Group 1 airplanes: Airplanes with serial numbers specified in Technical Details, section I.2, of Diamond Aircraft Mandatory Service Bulletin DAI MSB 42-143/1 and DAI MSB 42NG-086/1, dated January 25, 2022 (issued as one document), published with DAI Work Instruction WI-MSB 42-143 and WI-MSB 42NG-086, Revision 3, dated November 15, 2022 (issued as one document) attached.

(2) Group 2 airplanes: Airplanes with serial numbers specified in Technical Details, section I.2, of Diamond Aircraft Mandatory Service Bulletin DAI MSB 42-146 and DAI MSB 42NG-087, dated November 15, 2022 (issued as one document).

(3) Group 3 airplanes: Airplanes that are not in Group 1 or Group 2.

(4) Depending on the serial number, a Group 1 airplane can also be a Group 2 airplane.

(h) Inspections and Corrective Actions

For Group 1 and Group 2 airplanes: Do the inspection required by paragraph (h)(1) of this AD at the compliance time specified in paragraph (h)(1) of this AD and the applicable corrective actions specified in paragraphs (h)(2) through (4) of this AD at the applicable compliance times specified in paragraphs (h)(2) through (4) of this AD.

(1) Within 200 hours time-in-service (TIS) or 12 months after the effective date of this AD, whichever occurs first, inspect the rudder steering bracket edge distance by measuring in accordance with step 6 of the Instructions, Section III, in Diamond Aircraft Work Instruction WI-MSB 42-143 and WI-MSB 42NG-086, Revision 3, dated November 15, 2022 (issued as one document) attached to Diamond Aircraft Mandatory Service Bulletin DAI MSB 42-143/1 and DAI MSB 42NG-086/1, dated January 25, 2022 (issued as one document).

(2) If, during the inspection required by paragraph (h)(1) of this AD, the measured distance is equal to or greater than 11 millimeters (mm), before further flight, inspect the hole in the rudder steering bracket for wear and play in accordance with steps 9 through 11 of the Instructions, Section III, in Diamond Aircraft Work Instruction WI-MSB 42-143 and WI-MSB 42NG-086, Revision 3, dated November 15, 2022 (issued as one document) attached to Diamond Aircraft Mandatory Service Bulletin DAI MSB 42-143/1 and DAI MSB 42NG-086/1, dated January 25, 2022 (issued as one document). Where Diamond Aircraft Work Instruction WI-MSB 42-143 and WI-MSB 42NG-086, Revision 3, dated November 15, 2022 (issued as one document) attached to Diamond Aircraft Mandatory Service Bulletin DAI MSB 42-143/1 and DAI MSB 42NG-086/1, dated January 25, 2022 (issued as one document) specifies to discard the self-locking nut this AD requires removing that part from service.

(3) If, during the inspection required by paragraph (h)(1) of this AD, the measured distance is less than 11 mm, before further flight, contact the Manager, International Validation Branch, FAA; the European Union Aviation Safety Agency (EASA); or Diamond's EASA Design Organization Approval (DOA) for repair instructions, and within the compliance time specified therein, complete the repair. If approved by the DOA, the approval must include the DOA-authorized signature.

(4) If, during the inspection required by paragraph (h)(2) of this AD, a worn or enlarged hole is found on the rudder steering bracket, or if the T-yoke bolt is found to have play, before further flight, contact the Manager, International Validation Branch, FAA; EASA; or Diamond's EASA DOA for instructions (repair or replacement of the rudder steering bracket), and within the compliance time specified therein, do the instructions. If approved by the DOA, the approval must include the DOA-authorized signature.

(i) Replacement and Application of Torque Seal Marks

(1) For Group 1 airplanes that are not also Group 2 airplanes: Concurrently with the inspection required by paragraph (h)(1) of this AD, replace the rudder T-yoke bolt part number (P/N) LN 9037-M6x90 with rudder T-yoke bolt P/N D60-5320-00-32, and apply torque seal marks on the rudder T-yoke bolt head and self-locking nut, in accordance with steps 13 through 15 of the Instructions, Section III, in Diamond Aircraft Work Instruction WI-MSB 42-143 and WI- MSB 42NG-086, Revision 3, dated November 15, 2022 (issued as one document) attached to Diamond Aircraft Mandatory Service Bulletin DAI MSB 42-143/1 and DAI MSB 42NG-086/1, dated January 25, 2022 (issued as one document).

(2) For Group 2 airplanes: Concurrently with the inspection required by paragraph (h)(1) of this AD, replace the rudder T-yoke bolt part number (P/N) LN 9037-M6x90 with rudder T-yoke bolt P/N D60-5320-00-32, and apply torque seal marks on the rudder T-yoke bolt head and self-locking nut, in accordance with steps 6 through 9, 14, 15, and 18 of the Instructions, Section III, in Diamond Aircraft Work Instruction WI-RSB 42-139 and WI-RSB 42NG-081, Revision 2, dated November 15, 2022 (issued as one document) attached to Diamond Aircraft Recommended Service Bulletin DAI RSB 42-139 and DAI RSB 42NG-081, dated October 21, 2019 (issued as one document). Where Diamond Aircraft Work Instruction WI-RSB 42-139 and WI-RSB 42NG-081, Revision 2, dated November 15, 2022 (issued as one document) attached to Diamond Aircraft Recommended Service Bulletin DAI RSB 42-139 and DAI RSB 42NG-081, dated October 21, 2019 (issued as one document) specifies to discard the self-locking nut this AD requires removing that part from service.

(j) Repetitive Inspections

(1) For Group 1 and Group 2 airplanes: Within 200 hours TIS after the inspection required by paragraph (h)(1) of this AD and, thereafter, at intervals not to exceed 200 hours TIS, inspect the torque seal marks on the T-yoke bolt head and self-locking nut for proper alignment.

Note 1 to paragraph (j)(1): This can be accomplished using DAI Maintenance Manual (AMM) Temporary Revision (TR) AMM-TR-MÄM-42-1213/a, dated June 7, 2022 (DAI AMM TR AMM-TR-MÄM-42-1213/a).

(2) For Group 3 airplanes: Within 200 hours TIS after the effective date of this AD, and thereafter at intervals not to exceed 200 hours TIS, inspect the torque seal marks on the T-yoke bolt head and self-locking nut for proper alignment.

Note 2 to paragraph (j)(2): This can be accomplished using DAI AMM TR AMM-TR-MÄM-42-1213/a.

(3) For all airplanes: If, during any inspection required by paragraph (j)(1) or (j)(2) of this AD, it is found that the torque seal marks are not properly aligned, before further flight, contact the Manager, International Validation Branch, FAA; EASA; or Diamond's EASA DOA for approved repair instructions, and within the compliance time specified therein, accomplish those instructions accordingly. If approved by the DOA, the approval must include the DOA-authorized signature.

(k) Parts Installation Prohibition

For all airplanes: As of the effective date of this AD, do not install on any airplane a rudder T-yoke bolt P/N LN 9037-M6x90.

(l) Credit for Previous Actions

(1) You may take credit for the actions required by paragraphs (h)(1) and (2) of this AD if the actions were done before the effective date of this AD using any of the work instructions specified in paragraphs (l)(1)(i), (ii), or (iii) of this AD.

(i) Diamond Aircraft Work Instruction WI-MSB 42-143 and WI-MSB 42NG-086, Revision 0, dated December 23, 2021 (issued as one document) attached to Diamond Aircraft Mandatory Service Bulletin DAI MSB 42-143 and DAI MSB 42NG-086, dated December 23, 2021 (issued as one document).

(ii) Diamond Aircraft Work Instruction WI-MSB 42-143 and WI-MSB 42NG-086, Revision 1, dated January 25, 2022 (issued as one document) attached to Diamond Aircraft Mandatory Service Bulletin DAI MSB 42-143/1 and DAI MSB 42NG-086/1, dated January 25, 2022 (issued as one document).

(iii) Diamond Aircraft Work Instruction WI-MSB 42-143 and WI-MSB 42NG-086, Revision 2, dated March 10, 2022 (issued as one document) attached to Diamond Aircraft Mandatory Service Bulletin DAI MSB 42-143/1 and DAI MSB 42NG-086/1, dated January 25, 2022 (issued as one document).

(2) You may take credit for the rudder T-yoke bolt replacement required by paragraph (i) of this AD if that action was done before the effective date of this AD using the Diamond Aircraft Work Instruction WI-RSB 42-139 and WI-RSB 42NG-081, Revision 1, dated October 24, 2019 (issued as one document) attached to Diamond Aircraft Recommended Service Bulletin DAI RSB 42-139 and DAI RSB 42NG-081, dated October 21, 2019 (issued as one document).

(m) Alternative Methods of Compliance (AMOCs)

The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in . In accordance with , send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Validation Branch, send it to the attention of the person identified in paragraph (n)(2) of this AD or email to: *9-* . If mailing information, also submit information by email. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(n) Additional Information

(1) Refer to EASA AD 2023-0013, dated January 18, 2023, for related information. This EASA AD may be found in the AD docket at *regulations.gov* under Docket No. FAA-2023-2143.

(2) For more information about this AD, contact Penelope Trease, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (303) 342-1094; email: .

(3) Service information identified in this AD that is not incorporated by reference is available at the address specified in paragraph (o)(3) of this AD.

(o) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under and .

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Diamond Aircraft Mandatory Service Bulletin DAI MSB 42-143/1 and DAI MSB 42NG-086/1, dated January 25, 2022 (issued as one document), published with DAI Work Instruction WI-MSB 42-143 and WI-MSB 42NG-086, Revision 3, dated November 15, 2022 (issued as one document) attached.

(ii) Diamond Aircraft Mandatory Service Bulletin DAI MSB 42-146 and DAI MSB 42NG-087, dated November 15, 2022 (issued as one document).

(iii) Diamond Aircraft Recommended Service Bulletin DAI RSB 42-139 and DAI RSB 42NG-081, dated October 21, 2019 (issued as one document), published with DAI Work Instruction WI-RSB 42-139 and WI-RSB 42NG-081, Revision 2, dated November 15, 2022 (issued as one document) attached.

(3) For service information contact Diamond Aircraft Industries GmbH, N.A. Otto-Straße 5, A-2700 Wiener Neustadt, Austria; phone: +43 2622 26700; email: *;* website: *diamondaircraft.com*.

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. For information on the availability of this material at the FAA, call (817) 222-5110. It is also available at *regulations.gov* under Docket No. FAA-2023-2143.

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit or email .

Issued on March 22, 2024.

Victor Wicklund,

Deputy Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[Filed 4-19-24; 8:45 am]

BILLING CODE 4910-13-P

PART 39-AIRWORTHINESS DIRECTIVES

The authority citation for part 39 continues to read as follows:

[Amended]

The FAA amends §39.13 by adding the following new airworthiness directive:

2024-07-01 Hamilton Sundstrand Corporation: Amendment 39-22721; Docket No. FAA-2023-1820; Project Identifier AD-2023-00510-P.

(a) Effective Date

This airworthiness directive (AD) is effective June 3, 2024.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Hamilton Sundstrand Corporation (Hamilton Sundstrand) Model 14SF-7, 14SF-15, and 14SF-23 propellers.

Note 1 to paragraph (c):

These propellers are known to be installed on, but not limited to, De Havilland Aircraft of Canada Limited (Type Certificate previously held by Bombardier Inc.) Model DHC-8-100 series, DHC-8-200 series, and DHC-8-300 series airplanes.

(d) Subject

Joint Aircraft System Component (JASC) Code 6123, Propeller Feathering/Reversing.

(e) Unsafe Condition

This AD was prompted by a report of an auxiliary motor and pump failing to feather a propeller in flight. The FAA is issuing this AD to prevent the failure of a certain auxiliary motor and pump to feather propellers. The unsafe condition, if not addressed, could result in reduced controllability of the aircraft and consequent loss of control of the aircraft.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Required Actions

(1) Within 30 months after the effective date of this AD, remove from service an auxiliary motor and pump having part number (P/N) 782655-3 (Aerocontrolex P/N 4122-006009) and replace with an auxiliary motor and pump having P/N 782655-4 (Aerocontrolex P/N 4122-056000) in accordance with the Accomplishment Instructions, paragraphs 3.B., 3.C., and 3.E. of Hamilton Sundstrand Service Bulletin (SB) 14SF-61-168, Revision 1, dated December 21, 2016 (Hamilton Sundstrand SB 14SF-61-168, Revision 1).

(2) After replacement of the auxiliary motor and pump, perform a post-installation system test in accordance with the Accomplishment Instructions, paragraph 3.F. of Hamilton Sundstrand SB 14SF-61-168, Revision 1.

(h) Installation Prohibition

After the effective date of this AD, do not install an auxiliary motor and pump having P/N 782655-3 (Aerocontrolex P/N 4122-006009) on any propeller identified in paragraph (c) of this AD.

(i) No Return of Parts

Where the service information referenced in the Accomplishment Instructions, paragraph 3.B. of Hamilton Sundstrand SB 14SF-61-168, Revision 1, specifies returning certain parts to the manufacturer for modification, this AD does not include that requirement.

(j) Credit for Previous Actions

You may take credit for the actions required by paragraph (g) of this AD if you performed those actions before the effective date of this AD using Hamilton Sundstrand SB 14SF-61-168, Original Issue, dated December 14, 2016.

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, East Certification Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in . In accordance with , send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the branch office, send it to the attention of the person identified in paragraph (l)(1) of this AD. Information may be emailed to: .

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(l) Additional Information

(1) For more information about this AD, contact Isabel Saltzman, Aviation Safety Engineer, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: (781) 238-7649; email: .

(2) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (m)(3) and (4) of this AD.

(m) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under and .

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Hamilton Sundstrand Corporation Service Bulletin 14SF-61-168, Revision 1, dated December 21, 2016.

Note 2 to paragraph (m)(2)(i):

Hamilton Sundstrand Corporation is a UTC Aerospace Systems Company. This service information is identified as both Hamilton Sundstrand Corporation and UTC Aerospace Systems.

(ii) [Reserved]

(3) For service information identified in this AD, contact Hamilton Sundstrand, One Hamilton Road, Windsor Locks, CT 06096-1010, phone: (877) 808-7575; email: .

(4) You may view this service information at FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (817) 222-5110.

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit or email .

Issued on March 26, 2024.

Victor Wicklund,

Deputy Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[Filed 4-26-24; 8:45 am]

BILLING CODE 4910-13-P

PART 39-AIRWORTHINESS DIRECTIVES

The authority citation for part 39 continues to read as follows:

[Amended]

The FAA amends §39.13 by:

Removing Airworthiness Directive 2010-18-06, Amendment 39-16419 (, August 25, 2010); and

Adding the following new airworthiness directive:

2024-07-07 GA 8 Airvan (Pty) Ltd: Amendment 39-22728; Docket No. FAA-2024-0035; Project Identifier MCAI-2023-00986-A.

(a) Effective Date

This airworthiness directive (AD) is effective June 3, 2024.

(b) Affected ADs

This AD replaces AD 2010-18-06, Amendment 39-16419 (, August 25, 2010).

(c) Applicability

This AD applies to GA 8 Airvan (Pty) Ltd Model GA8 and GA8-TC320 airplanes, all serial numbers, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 5230, Cargo/Baggage Doors

(e) Unsafe Condition

This AD was prompted by reports of in-flight cargo door separation. The FAA is issuing this AD to detect and correct excessive wear in the forward cargo door slide, which could result in an in-flight separation of the cargo door, with possible loss of control of the airplane.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Required Actions

Do the applicable actions specified in Table 1 to paragraph (g) of this AD at the times in Table 1 to paragraph (g) of this AD, in accordance with the Accomplishment Instructions of GippsAero Service Bulletin SB-GA8-2005-23, Issue 8, dated October 11, 2023 (GippsAero SB-GA8-2005-23, Issue 8).

Table 1 to Paragraph (g)

Paragraphs in Accomplishment Instructions of GippsAero SB-GA8-2005-23, Issue 8	Action	Compliance time
12.1, A1, steps 1 and 2, for backing plate inspection, except where Figure 1 in step 1 specifies to remove and discard the vertical bolt, remove the vertical bolt from service Steps 3 through 7, if a backing plate is not installed	Inspect for the existence of a backing plate on the forward slide of the cargo door. If a backing plate is not installed, install a backing plate on the forward slide of the cargo door, measure the groove width of the forward slide, and replace the slide if it exceeds 0.145 inch at any point or is cracked or worn beyond limits	Inspect within 50 hours time-in-service (TIS) or 2 months after the effective date of this AD, whichever occurs first. Install, measure, and replace before further flight after the inspection.
12.2, A2, steps 1 and 2 for the inspection 12.2, A2, step 3 or 4, and 12.1, A1, steps 2 through 4, for the follow-on inspection and replacement	Inspect for wear of the forward slide of the cargo door by inserting a slide gauge or feeler gauge to measure the clearance between the forward slide and the cargo door track. If a gap is found, measure the groove width of the forward slide and replace the slide if the groove width exceeds 0.145 inch at any point or is cracked or worn beyond limits	Inspect for wear within 100 hours TIS or 2 months after the effective date of this AD, whichever occurs first, and thereafter at intervals not to exceed 100 hours TIS or 12 months, whichever occurs first after the most recent inspection. Measure the groove width and replace the slide before further flight after each inspection as necessary.
12.3, B1, steps 1 through 6 for the inspections 12.3, B1, steps 2, 3i, and 3ii; 12.4, B2, steps 1 through 5; and 12.5, B3, steps 1 through 12 for the corrective actions	Inspect the cargo door mechanism for contact between the operating rod and cargo door handle pivot post, inspect the threaded studs and rod ends at both ends of the operating rod for bending, and inspect the cargo door handle engagement with the catch. Perform all applicable corrective actions	Inspect within 50 hours TIS or 2 months after the effective date of this AD, whichever occurs first and thereafter at intervals not to exceed 100 hours TIS or 12 months, whichever occurs first after the most recent inspection. Perform all applicable corrective actions before further flight.
12.6, C, steps 1 through 6	Inspect the cargo door handle to determine if an integrated stop is installed and if an integrated stop is not installed, install a cargo door handle with an integrated stop. Inspect the cargo door handle for beyond normal play and replace the handle bush if the door handle has beyond normal play	Within 150 hours TIS or 4 months after the effective date of this AD, whichever occurs first. Perform the installation and replacement, as necessary, before further flight after the inspection.
12.7, D1, steps 1 through 10 for the center rail cargo door inspection and installation 12.8, D2, steps 1 through 2, for any necessary follow-on rework	Inspect the center rail of the cargo door to determine if a center rail aft stop is installed and if a center rail aft stop is not installed, install an aft stop before further flight	Within 50 hours TIS or 2 months after the effective date of this AD, whichever occurs first.

(h) Alternative Methods of Compliance (AMOCs)

The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in . In accordance with , send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the International Validation Branch, mail it to the address identified in paragraph (i)(2) of this AD or email to: . If mailing information, also submit information by email. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local Flight Standards District Office/certificate holding district office.

(i) Additional Information

(1) Refer to Civil Aviation Safety Authority (CASA) Australia AD AD/GA8/3 amdt 3, dated August 18, 2023, for related information. This CASA Australia AD may be found in the AD docket at regulations.gov under Docket No. FAA-2024-0035.

(2) For more information about this AD, contact Doug Rudolph, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (816) 329-4059; email: .

(j) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under and .

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) GippsAero Service Bulletin SB-GA8-2005-23, Issue 8, dated October 11, 2023.

(ii) [Reserved]

(3) For service information contact GA8 Airvan (Pty) Ltd, PO Box 881, Morwell, Victoria 3840, Australia; phone: +61 03 5172 1200; website: *gippsaero.com.au;* email: .

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. For information on the availability of this material at the FAA, call (817) 222-5110.

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit .

Issued on March 29, 2024.

Victor Wicklund,

Deputy Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[Filed 4-26-24; 8:45 am]

BILLING CODE 4910-13-P

PART 39-AIRWORTHINESS DIRECTIVES

The authority citation for part 39 continues to read as follows:

[Amended]

The FAA amends §39.13 by adding the following new airworthiness directive:

2024-08-03 Britten-Norman Aircraft, Ltd.: Amendment 39-22736; Docket No. FAA-2024-0044; Project Identifier MCAI-2023-00629-A.

(a) Effective Date

This airworthiness directive (AD) is effective June 3, 2024.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Britten-Norman Aircraft Ltd airplanes, all serial numbers, certificated in any category, identified in paragraphs (c)(1) and (2) of this AD.

(1) Model BN-2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN-2T, BN2T-4R, and BN2T-4S airplanes.

(2) Model BN2A MK. III, BN2A MK. III-2, and BN2A MK. III-3 airplanes.

(d) Subject

Joint Aircraft System Component (JASC) Code 2797, Flight Control System Wiring.

(e) Unsafe Condition

This AD was prompted by reports of electrical cable (Koiled Kord) and flight control cables interference with the control column. The FAA is issuing this AD to address interference between the Koiled Kord, flight control cables, and the control column, which could restrict the full and free movement of the flight controls. This unsafe condition, if not addressed, could result in loss of control of the airplane during flight.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Definition

For the purposes of this AD, a Koiled Kord is the coiled electrical cable that carries the wires from switches on the control yoke, through the control column tube, to the rear of the instrument panel. It exits the control column tube behind the instrument panel and continues to a terminal block.

(h) Required Actions

(1) Within 100 hours time-in-service (TIS) after the effective date of this AD, inspect for interference between the control column, rudder pedal adjuster cable, and any other wiring, including the Koiled Kord, in accordance with Sections 6 and 7(1) of Britten-Norman Service Bulletin SB 398, Issue 2, dated May 30, 2022 (Britten-Norman SB 398, Issue 2), while concurrently performing a control column full and free movement inspection, in accordance with Section 8 of Britten-Norman SB 398, Issue 2, to inspect for free play, friction, binding, non-linear forces, and any remaining interference.

(2) If interference between the control column, the rudder pedal adjuster cable, and any other wiring, including the Koiled Kord, or any free play, friction, binding, non-linear forces, or any remaining interference was found during the inspections required by paragraph (h)(1) of this AD, before further flight, securely tie any interfering electrical cables clear of the control column for its full range of motion and perform a final full and free movement inspection in accordance with Section 8 of Britten-Norman SB 398, Issue 2, to inspect for free play, friction, binding, non-linear forces, and any remaining interference. If there is any free play, friction, binding, non-linear forces, or any remaining interference, before further flight resolve these issues in accordance with a method approved by the Manager, International Validation Branch, FAA; or the Civil Aviation Authority United Kingdom (CAA UK); or Britten-Norman Aircraft Ltd.'s CAA UK Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(i) Alternative Methods of Compliance (AMOCs)

The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in . In accordance with , send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the International Validation Branch, mail it to the address identified in paragraph (j)(2) of this AD or email to: . If mailing information, also submit information by email. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local Flight Standards District Office/certificate holding district office.

(j) Additional Information

(1) Refer to CAA UK AD G-2022-0017, dated September 20, 2022, for related information. This CAA UK AD may be found in the AD docket at regulations.gov under Docket No. FAA-2024-0044.

(2) For more information about this AD, contact Penelope Trease, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (303) 342-1094; email: .

(k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the service information listed in this paragraph under and .

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Britten-Norman Service Bulletin SB 398, Issue 2, dated May 30, 2022.

(ii) [Reserved]

(3) For service information, contact Britten-Norman Aircraft Ltd., Bembridge Airport, Bembridge, Isle of Wight, PO35 5PR United Kingdom; phone: +44 20 3371 4000; email: *;* website: *britten-norman.com /approvals-technical-publications.*

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. For information on the availability of this material at the FAA, call (817) 222-5110.

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit or email .

Issued on April 15, 2024.

Victor Wicklund,

Deputy Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[Filed 4-26-24; 8:45 am]

BILLING CODE 4910-13-P

PART 39-AIRWORTHINESS DIRECTIVES

The authority citation for part 39 continues to read as follows:

[Amended]

The FAA amends §39.13 by:

Removing Airworthiness Directive 2023-12-17, Amendment 39-22475 (, July 3, 2023); and

Adding the following new airworthiness directive:

2024-08-07 Pilatus Aircraft Ltd.: Amendment 39-22740; Docket No. FAA-2024-0045; Project Identifier MCAI-2023-01088-A.

(a) Effective Date

This airworthiness directive (AD) is effective June 3, 2024.

(b) Affected ADs

This AD replaces AD 2023-12-17, Amendment 39-22475 (, July 3, 2023) (AD 2023-12-17).

(c) Applicability

This AD applies to Pilatus Aircraft Ltd. Model PC-12, PC-12/45, PC-12/47, and PC-12/47E airplanes, all serial numbers, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 3211, Main Landing Gear Attach Section.

(e) Unsafe Condition

This AD was prompted by a revision to the airworthiness limitations section (ALS) of the existing aircraft maintenance manual (AMM) introducing new and more restrictive instructions and maintenance tasks as specified in the component limitations section, which include repetitive eddy current inspections for cracks in the main landing gear yoke fitting. The FAA is issuing this AD to address failure of certain parts, which could result in asymmetric main landing gear failure that could lead to loss of airplane control during take-off, landing, and taxiing operations.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Required Actions

Except as specified in paragraphs (h) and (i) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2023-0184, dated October 19, 2023 (EASA AD 2023-0184).

(h) Exceptions to EASA AD 2023-0184

(1) Where EASA AD 2023-0184 refers to its effective date, this AD requires using the effective date of this AD.

(2) This AD does not adopt the requirements specified in paragraphs (1), (2), (4), and (5) of EASA AD 2023-0184.

(3) Where paragraph (3) of EASA AD 2023-0184 specifies "Within 12 months after the effective date of this AD, revise the AMP," replace that text with "Within 30 days after the effective date of this AD, revise the airworthiness limitations section of your existing airplane maintenance manual or instructions for continued airworthiness and your existing approved maintenance or inspection program, as applicable."

(4) The initial compliance time for doing the tasks specified in paragraph (3) of EASA AD 2023-0184 is on or before the applicable "limitations" and "associated thresholds" as incorporated by the requirements of paragraph (3) of EASA AD 2023-0184 or within 30 days after the effective date of this AD, whichever occurs later.

(5) This AD does not adopt the "Remarks" section of EASA AD 2023-0184.

(i) Provisions for Alternative Actions and Intervals

No alternative actions and associated thresholds and intervals, including life limits, are allowed for compliance with paragraph (g) of this AD unless they are approved as specified in the provisions of the "Ref. Publications" section of EASA AD 2023-0184.

(j) Alternative Methods of Compliance (AMOCs)

The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in . In accordance with , send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Validation Branch, send it to the attention of the person identified in paragraph (k) of this AD or email to: . If mailing information, also submit information by email. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office/certificate holding district office.

(k) Additional Information

For more information about this AD, contact Doug Rudolph, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (816) 329-4059; email: .

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under and .

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2023-0184, dated October 19, 2023.

(ii) [Reserved]

(3) For EASA AD 2023-0184, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: *;* website: *easa.europa.eu.* You may find this EASA AD on the EASA website at *ad.easa.europa.eu.*

(4) You may view this material at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. For information on the availability of this material at the FAA, call (817) 222-5110.

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit or email .

Issued on April 17, 2024.

Victor Wicklund,

Deputy Director, Compliance & Airworthiness Division, Aircraft Certification Service.

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