FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

SMALL AIRPLANES, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2021-06

3/1/2021 - 3/14/2021

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

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AD No.	Information	Manufacturer	Applicability

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

Biweekly 2021-01

2020-26-10		Leonardo S.p.a.	A119 and AW119 MKII
2020-26-13		Sikorsky Aircraft Corporation	S-92A
2020-26-14	R 75-16-20	Mitsubishi Heavy Industries, Ltd.	MU-2B, MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, MU-2B-26, MU-2B-26A, MU-2B-30, MU-2B-35, MU-2B-36, MU-2B-36A, MU-2B-40, and MU-2B-60

Biweekly 2021-02

2020-26-16		Piper Aircraft, Inc.	PA-28-151, PA-28-161, PA-28-181, PA-28-235, PA-28R-180, PA-28R-200, PA-28R-201, PA-28R-201T, PA-28RT-201, PA-28RT-201T, PA-32-260, PA-32-300, PA-32R-300, PA-32RT-300, and PA-32RT-300T

Biweekly 2021-03

2021-01-02		M7 Aerospace LLC	SA26-AT and SA26-T

Biweekly 2021-04

2021-02-20		Hélicoptères Guimbal	Cabri G2
2021-04-04	R 2020-19-02	Airbus Helicopters	SA330J
2021-04-06		Pilatus Aircraft Ltd.	PC-7

Biweekly 2021-05

2020-26-19		Pilatus Aircraft Ltd.	PC-7
2021-01-05		Pilatus Aircraft Ltd.	PC-24
2021-02-03		Leonardo S.p.a	AW189
2021-02-04		Pilatus Aircraft Ltd.	PC-12/47E
2021-03-01	R 2018-05-09	Airbus Helicopters	AS332C, AS332C1, AS332L, AS332L1, and SA330J
2021-03-04		Airbus Helicopters Deutschland GmbH	EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, and EC135T3
2021-03-06		Airbus Helicopters	SA-365N, SA-365N1, AS-365N2, AS 365 N3, EC 155B, and EC155B1
2021-03-07		Leonardo S.p.a.	AB139 and AW139
2021-03-13		Bell Textron Canada Limited	429
2021-03-15	R 2020-13-02	Leonardo S.p.a.	A119 and AW119 MKII
2021-03-16		Airbus Helicopters	AS350B, AS350B1, AS350B2, AS350B3, AS350BA, AS350D, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP
2021-04-03		Pilatus Aircraft Ltd.	PC-24
2021-04-07		Piper Aircraft, Inc.	PA-46-350P; PA-46-500TP; PA-46R-350T
2021-04-08		Airbus Helicopters	AS350B3
2021-05-52	E	Bell Textron Canada Limited	505

Biweekly 2021-06

2021-02-01	R 2015-26-01	Airbus Helicopters	AS332C, AS332C1, AS332L, AS332L1, AS332L2, EC225LP, AS-365N2, AS 365 N3, EC 155B and EC155B1
2021-02-08	R 2018-19-01	Airbus Helicopters	AS-365N2, AS 365 N3, EC 155B, EC155B1, SA-365N, SA-365N1, and SA-366G1
2021-02-09		Airbus Helicopters	EC 155B and EC155B1
2021-02-11		Airbus Helicopters Deutschland GmbH	MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2, MBB-BK117 C-1, and MBB-BK117 C-2
2021-04-01		Leonardo S.p.a.	AB139 and AW139
2021-04-10		Textron Aviation, Inc.	208 and 208B
2021-04-12		Robinson Helicopter Company	R66
2021-04-13		Airbus Helicopters	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, and AS350D; AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP; EC130 B4 and EC130 T2
2021-04-15		Airbus Helicopters	AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP; AS350B3
2021-04-16		Sikorsky Aircraft Corporation	S-92A
2021-04-17		Airbus Helicopters	AS350B, AS350BA, AS350B1, AS350B2, AS350D, AS355E, AS355F, AS355F1, AS355F2, and AS355N
2021-04-18	R 2020-23-02	Airbus Helicopters	EC225LP

AD No.	Information	Manufacturer	Applicability
Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects			
2021-04-19		Bell Textron Inc.	205B
2021-05-01		Airbus Helicopters	SA330J
2021-05-02		Airbus Helicopters	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, and AS350D; AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP; EC130B4 and EC130T2
2021-05-04		Leonardo S.p.a.	A109S and AW109SP
2021-05-05	R 2016-23-05	Airbus Helicopters	SA-365N1, AS-365N2, AS 365 N3, SA-366G1, EC 155B, and EC155B1
2021-05-07		Airbus Helicopters Deutschland GmbH	BO-105A, BO-105C, and BO-105S; MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2, and MBB-BK 117 C-1
2021-05-08		Safran Helicopter Engines, S.A.	Arriel 2C, 2C1, 2S1, and 2S2
2021-05-09	R 2018-15-02	Airbus Helicopters	AS350B, AS350B1, AS350B2, AS350B3, AS350BA, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP
2021-05-22		Safran Helicopter Engines, S.A.	Arriel 1B, Arriel 1C, Arriel 1C2, and Arriel 1D1; Astazou XIV B and Astazou XIV H

2021-02-01 Airbus Helicopters: Amendment 39-21384; Docket No. FAA-2020-0905; Project Identifier 2019-SW-102-AD.

(a) Effective Date

This airworthiness directive (AD) is effective April 6, 2021.

(b) Affected ADs

This AD replaces AD 2015-26-01, Amendment 39-18349 (80 FR 79466, December 22, 2015) (AD 2015-26-01).

(c) Applicability

This AD applies to Airbus Helicopters Model AS332C, AS332C1, AS332L, AS332L1, AS332L2, EC225LP, AS-365N2, AS 365 N3, EC 155B and EC155B1 helicopters, certificated in any category, equipped with at least one energy-absorbing seat listed in figure 1 to paragraph (c) of this AD, except any helicopter embodying the applicable Airbus Helicopters modifications on all applicable seat positions listed in figure 2 to paragraph (c) of this AD.

Figure 1 to paragraph (c) – *Affected Seats*

Seat Manufacturer	Seat Type	Generic P/N*
Fischer + Entwicklungen	H110	9606-( )-( )-( )
	H140	0520-( )-( )-( )
	H160	0718-( )-( )-( )-( )
	185/410	9507-( )-( )-( )
	236/406	9608-( )-( )-( )
SICMA Aero Seat or Zodiac Seats France	Sicma 192	192xx-xx-xx
	Sicma 159	1591718-xx 159110
Socea Sogerma	ST102	2510102-xx-xx
	ST107	2510107-xx-xx
	ST120	2520120-xx
* "xx" can be any two alphanumeric characters and "( )" can be any number of alphanumeric characters.		

Figure 2 to paragraph (c) – *Modifications (Installation of Label (Placard) Prohibiting Storage under the Seat)*

Helicopter Type	Modification	Seat (position)
AS332C, AS332C1, AS332L, AS332L1, AS332L2	0728251 or 332P084159	Cabin
	0728352 or 332P084160	Cockpit
	0728403 or 332P084161	3rd Crew Member
EC225LP	0728251, or 332P084159, or 332P085421.00, or 332P085421.01, or 332P085421.02 or 332P085421.03	Cabin
	0728352 or 332P084160	Cockpit
AS-365N2, AS 365 N3, EC 155B, EC155B1	365V874113.00	All seat configurations

(d) Subject

Air Transport Association (ATA) of America Code 11, Placards and markings.

(e) Reason

This AD was prompted by the discovery that required labels (placards) prohibiting stowage of any object under an energy-absorbing seat had not been systematically installed. The FAA is issuing this AD to address any object stowed under an energy-absorbing seat which could reduce the efficiency of the energy-absorbing function of the seat, resulting in injury to the seat occupants during an accident.

(f) Compliance

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

(g) Retained Inspection and Corrective Actions With Revised Service Information

This paragraph restates the requirements of paragraph (e) of AD 2015-26-01, with revised service information. Within 110 hours time in service after January 26, 2016 (the effective date of AD 2015-26-01), do the actions specified in paragraph (g)(1) or (2) of this AD, as applicable for your model helicopter.

(1) For Model AS332C1, AS332L1, AS332L2, and EC225LP helicopters:

(i) Inspect the cabin and cockpit for labels, placards, or markings that prohibit stowing anything under the seats in the locations shown in the figure in the Appendix of Airbus Helicopters Alert Service Bulletin No. AS332-01.00.85 or No. EC225-04A012, both Revision 0, dated August 26, 2014; or Airbus Helicopters Alert Service Bulletin No. AS332-01.00.85, Revision 1, dated September 7, 2017, or Airbus Helicopters Alert Service Bulletin No. EC225-04A012, Revision 2, dated November 6, 2019; as applicable for your model helicopter.

(ii) If a label, placard, or marking is not located in every location depicted in the figure in the Appendix of Airbus Helicopters Alert Service Bulletin No. AS332-01.00.85 or No. EC225-04A012, both Revision 0, dated August 26, 2014; or Airbus Helicopters Alert Service Bulletin No. AS332-

01.00.85, Revision 1, dated September 7, 2017, or Airbus Helicopters Alert Service Bulletin No. EC225-04A012, Revision 2, dated November 6, 2019 or is not visible and legible to every occupant, before further flight, install a placard in accordance with the Accomplishment Instructions, paragraph 3.B., of Airbus Helicopters Alert Service Bulletin No. AS332-01.00.85 or No. EC225-04A012, both Revision 0, dated August 26, 2014; or Airbus Helicopters Alert Service Bulletin No. AS332-01.00.85, Revision 1, dated September 7, 2017, or Airbus Helicopters Alert Service Bulletin No. EC225-04A012, Revision 2, dated November 6, 2019; as applicable for your model helicopter.

(2) For Model AS-365N2, AS 365 N3, EC 155B, and EC155B1 helicopters:

(i) Inspect each seat leg in the cabin and cockpit for labels, placards, or markings that prohibit stowing anything under the seats.

(ii) If a label, placard, or marking does not exist on one leg of each seat or is not visible and legible, before further flight, install a placard in accordance with the Accomplishment Instructions, paragraph 3.B., and the Appendix of Airbus Helicopters Alert Service Bulletin No. AS365-01.00.66 or No. EC155-04A013, both Revision 0, dated August 26, 2014; or Airbus Helicopters Alert Service Bulletin No. AS365-01.00.66 or No. EC155-04A013, both Revision 1, dated February 12, 2019; as applicable for your model helicopter.

(h) New Inspection and Corrective Actions for Certain Helicopters

(1) For Model AS332C and AS332L helicopters: Within 110 hours time in service or 30 days, whichever occurs first, after the effective date of this AD, inspect the cabin and cockpit for labels, placards, or markings that prohibit stowing anything under the seats in the locations shown in the figure in the Appendix of Airbus Helicopters Alert Service Bulletin No. AS332-01.00.85, Revision 1, dated September 7, 2017.

(2) If a label, placard, or marking is not located in every location depicted in the figure in the Appendix of Airbus Helicopters Alert Service Bulletin No. AS332-01.00.85, Revision 1, dated September 7, 2017 or is not visible and legible to every occupant, before further flight, install a placard in accordance with the Accomplishment Instructions, paragraph 3.B., of Airbus Helicopters Alert Service Bulletin No. AS332-01.00.85, Revision 1, dated September 7, 2017.

(i) New Requirements of This AD: Modification (Install New Placards)

(1) At the applicable times specified in paragraph (i)(2) of this AD, install new placards prohibiting stowage of any object under an energy-absorbing seat in accordance with the Accomplishment Instructions, paragraph 3.B., of the applicable service information specified in paragraphs (i)(1)(i) through (vii) of this AD, except you are not required to discard the old labels (placards). Doing the installation required by this paragraph terminates the requirements of paragraphs (g) and (h) of this AD.

(i) Airbus Helicopters Alert Service Bulletin No. AS332-25.03.16, Revision 0, dated September 7, 2017.

(ii) Airbus Helicopters Alert Service Bulletin No. AS332-25.03.41, Revision 0, dated September 7, 2017.

(iii) Airbus Helicopters Alert Service Bulletin No. AS332-25.03.42, Revision 0, dated September 7, 2017.

(iv) Airbus Helicopters Alert Service Bulletin No. AS365-25.01.67, Revision 0, dated February 12, 2019.

(v) Airbus Helicopters Alert Service Bulletin No. EC155-25A144, Revision 0, dated February 12, 2019.

(vi) Airbus Helicopters Alert Service Bulletin No. EC225-25A179, Revision 1, dated November 6, 2019.

(vii) Airbus Helicopters Alert Service Bulletin No. EC225-25A203, Revision 0, dated September 7, 2017; as applicable for your model helicopter.

(2) At the applicable times specified in paragraph (i)(2)(i) or (ii) of this AD, do the installation required by paragraph (i)(1) of this AD.

(i) For Model AS332C, AS332C1, AS332L, AS332L1, AS332L2, AS-365N2, AS 365 N3, EC 155B, EC155B1, and EC225LP helicopters, all manufacturer serial numbers, except Model EC225LP helicopters, manufacturer serial numbers 2663, 2670, 2854, 2883, 2885, 2901 and 2921: Within 110 hours time in service or 6 months, whichever occurs first after the effective date of this AD.

(ii) For Model EC225LP helicopters, manufacturer serial numbers 2663, 2670, 2854, 2883, 2885, 2901 and 2921: Within 50 hours time in service or 2 months, whichever occurs first after the effective date of this AD.

(j) No Actions Required for Certain Helicopters

For Model AS332C, AS332C1, AS332L, AS332L1, AS332L2, and EC225LP helicopters delivered after September 7, 2017: No actions are required, provided that no energy-absorbing seat, as identified in figure 1 to paragraph (c) of this AD, has been installed on that helicopter since delivery.

(k) Credit for Previous Actions

(1) This paragraph provides credit for the actions specified in paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Airbus Helicopters Alert Service Bulletin No. EC225-04A012, Revision 1, dated September 7, 2017.

(2) This paragraph provides credit for the actions specified in paragraphs (i)(1) and (2) of this AD, if those actions were performed before the effective date of this AD using Airbus Helicopters Alert Service Bulletin No. EC225-25A179, Revision 0, dated September 7, 2017.

(l) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, 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 (m)(2) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@faa.gov. 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.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, notify your principal inspector or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

(m) Related Information

(1) The subject of this AD is addressed in European Union Aviation Safety Agency (EASA) AD 2019-0088R1, dated November 8, 2019. This EASA AD may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2020-0905.

(2) For more information about this AD, contact Kathleen Arrigotti, Aviation Safety Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3218; email: kathleen.arrigotti@faa.gov.

(3) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (n)(5) and (6) of this AD.

(n) 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 5 U.S.C. 552(a) and 1 CFR part 51.

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

(3) The following service information was approved for IBR on April 5, 2021.

(i) Airbus Helicopters Alert Service Bulletin No. AS332-01.00.85, Revision 1, dated September 7, 2017.

(ii) Airbus Helicopters Alert Service Bulletin No. AS332-25.03.16, Revision 0, dated September 7, 2017.

(iii) Airbus Helicopters Alert Service Bulletin No. AS332-25.03.41, Revision 0, dated September 7, 2017.

(iv) Airbus Helicopters Alert Service Bulletin No. AS332-25.03.42, Revision 0, dated September 7, 2017.

(v) Airbus Helicopters Alert Service Bulletin No. AS365-01.00.66, Revision 1, dated February 12, 2019.

(vi) Airbus Helicopters Alert Service Bulletin No. AS365-25.01.67, Revision 0, dated February 12, 2019.

(vii) Airbus Helicopters Alert Service Bulletin No. EC155-04A013, Revision 1, dated February 12, 2019.

(viii) Airbus Helicopters Alert Service Bulletin No. EC155-25A144, Revision 0, dated February 12, 2019.

(ix) Airbus Helicopters Alert Service Bulletin No. EC225-04A012, Revision 2, dated November 6, 2019.

(x) Airbus Helicopters Alert Service Bulletin No. EC225-25A179, Revision 1, dated November 6, 2019.

(xi) Airbus Helicopters Alert Service Bulletin No. EC225-25A203, Revision 0, dated September 7, 2017.

(4) The following service information was approved for IBR on January 26, 2016 (80 FR 79466, December 22, 2015).

(i) Airbus Helicopters Alert Service Bulletin No. AS332-01.00.85, Revision 0, dated August 26, 2014.

(ii) Airbus Helicopters Alert Service Bulletin No. AS365-01.00.66, Revision 0, dated August 26, 2014.

(iii) Airbus Helicopters Alert Service Bulletin No. EC155-04A013, Revision 0, dated August 26, 2014.

(iv) Airbus Helicopters Alert Service Bulletin No. EC225-04A012, Revision 0, dated August 26, 2014.

(5) For Airbus Helicopters service information identified in this AD, contact Airbus Helicopters, 2701 N Forum Drive, Grand Prairie, TX 75052; phone: 972-641-0000 or 800-232-0323; fax: 972-641-3775; or at https://www.airbus.com/helicopters/services/technical-support.html.

(6) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call 817-222-5110.

(7) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on January 4, 2021.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2021-03688 Filed 3-1-21; 8:45 am]

2021-02-08 Airbus Helicopters: Amendment 39-21391; Docket No. FAA-2020-1018; Project Identifier MCAI-2020-01383-R.

(a) Effective Date

This airworthiness directive (AD) is effective April 15, 2021.

(b) Affected ADs

This AD replaces AD 2018-19-01, Amendment 39-19401 (83 FR 46862, September 17, 2018) (AD 2018-19-01).

(c) Applicability

This AD applies to Airbus Helicopters Model AS-365N2, AS 365 N3, EC 155B, EC155B1, SA-365N, SA-365N1, and SA-366G1 helicopters, certificated in any category, all serial numbers.

(d) Subject

Joint Aircraft System Component (JASC) Code 5300, Fuselage Structure.

(e) Reason

This AD was prompted by aft fuselage (baggage compartment area) outer skin disbonding and a determination that Model SA-365N helicopters are also affected by the unsafe condition identified in AD 2018-19-01. The FAA is issuing this AD to address disbonding of the aft fuselage outer skin. This condition could result in loss of aft fuselage structural integrity and subsequent loss of control of the helicopter.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2019-0080, dated April 3, 2019 (EASA AD 2019-0080).

(h) Exceptions to EASA AD 2019-0080

(1) Where EASA AD 2019-0080 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2019-0080 refers to September 19, 2017 (the effective date of EASA AD 2017-0165), this AD requires using October 22, 2018 (the effective date of AD 2018-19-01).

(3) For Airbus Helicopters Model SA-366G1 helicopters: Where EASA AD 2019-0080 refers to "the instructions of the applicable ASB," use Airbus Helicopters Alert Service Bulletin (ASB) No. SA366-05.48, Revision 0, dated July 21, 2017; or Airbus Helicopters ASB No. SA366-05.48, Revision 1, dated March 27, 2019.

(4) Where EASA AD 2019-0080 refers to Group 1 helicopters, for this AD, Model SA-366G1 helicopters are considered Group 1 helicopters.

(5) Paragraph (5) of EASA AD 2019-0080 specifies to "contact AH [Airbus Helicopters] for approved skin panel repair or replacement instructions and accomplish those instructions accordingly." For this AD, for any repair or replacement of the panel done before the effective date of this AD, it is not required to contact Airbus Helicopters. For any repair or replacement of the panel done on or after the effective date of this AD, the repair or replacement must be done using a method approved by the Manager, Strategic Policy Rotorcraft Section, FAA. For a repair or replacement method to be approved by the Manager, Strategic Policy Rotorcraft Section, FAA, as required by this paragraph, the Manager's approval letter must specifically refer to this AD.

(6) The "Remarks" section of EASA AD 2019-0080 does not apply to this AD.

(7) Where EASA AD 2019-0080 refers to flight hours (FH), this AD requires using hours time-in-service.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Strategic Policy Rotorcraft Section, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the Strategic Policy Rotorcraft Section, send it to: Manager, Strategic Policy Rotorcraft Section, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5110. Information may be emailed to: 9-ASW-FTW-AMOC-Requests@faa.gov.

(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.

(j) Related Information

For more information about this AD, contact Kathleen Arrigotti, Aviation Safety Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3218; email kathleen.arrigotti@faa.gov.

(k) 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 5 U.S.C. 552(a) and 1 CFR part 51.

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

(3) The following service information was approved for IBR on April 15, 2021.

(i) Airbus Helicopters Alert Service Bulletin (ASB) No. SA366-05.48, Revision 1, dated March 27, 2019.

(ii) European Union Aviation Safety Agency (EASA) AD 2019-0080, dated April 3, 2019.

(4) The following service information was approved for IBR on October 22, 2018 (83 FR 46862, September 17, 2018).

(i) Airbus Helicopters ASB No. SA366-05.48, Revision 0, dated July 21, 2017.

(ii) [Reserved]

(5) For EASA AD 2019-0080, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; Internet www.easa.europa.eu. You may find this EASA AD on the EASA website at https://ad.easa.europa.eu.

(6) For Airbus Helicopters service information, contact Airbus Helicopters, 2701 N Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at https://www.helicopters.airbus.com/website/en/ref/Technical-Support_73.html.

(7) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call 817-222-5110. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2020-1018.

(8) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on January 12, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-05091 Filed 3-10-21; 8:45 am]

2021-02-09 Airbus Helicopters: Amendment 39-21392; Docket No. FAA-2020-0974; Project Identifier MCAI-2020-00273-R.

(a) Effective Date

This airworthiness directive (AD) is effective April 15, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus Helicopters Model EC 155B and EC155B1 helicopters, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 6320, Main Rotor Gearbox.

(e) Reason

This AD was prompted by a report that non-destructive tests of the main gearbox (MGB) housing may have been evaluated incorrectly during production. The FAA is issuing this AD to address failure of the affected MGB housing, possibly resulting in reduced control of the helicopter.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2020-0043, dated March 2, 2020 (EASA AD 2020-0043).

(h) Exceptions to EASA AD 2020-0043

(1) Where EASA AD 2020-0043 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2020-0043 specifies to do the replacement "within 10 flight hours or 75 days, whichever occurs first after the effective date of this AD," for this AD, the compliance time for the replacement is within 10 hours time-in-service after the effective date of this AD.

(3) Although the service information referenced in EASA AD 2020-0043 specifies to return certain parts, this AD does not include that requirement.

(4) The "Remarks" section of EASA AD 2020-0043 does not apply to this AD.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Strategic Policy Rotorcraft Section, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the Strategic Policy Rotorcraft Section, send it to: Manager, Strategic Policy Rotorcraft Section, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5110. Information may be emailed to: 9-ASW-FTW-AMOC-Requests@faa.gov.

(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.

(j) Related Information

For more information about this AD, contact Hal Jensen, Aerospace Engineer, Operational Safety Branch, FAA, 470 L'Enfant Plaza SW, Washington, DC 20024; telephone 202-267-9167; email hal.jensen@faa.gov.

(k) 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 5 U.S.C. 552(a) and 1 CFR part 51.

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

(i) European Union Aviation Safety Agency (EASA) AD 2020-0043, dated March 2, 2020.

(ii) [Reserved]

(3) For EASA AD 2020-0043, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this EASA AD on the EASA website at https://ad.easa.europa.eu.

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call 817-222-5110. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2020-0974.

(5) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on January 12, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-05089 Filed 3-10-21; 8:45 am]

2021-02-11 Airbus Helicopters Deutschland GmbH: Amendment 39-21394; Docket No. FAA-2020-0967; Product Identifier 2018-SW-013-AD.

(a) Applicability

This airworthiness directive (AD) applies to Airbus Helicopters Deutschland GmbH Model MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2, MBB-BK117 C-1, and MBB-BK117 C-2 helicopters, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a crack in a tail gearbox (TGB) bellcrank attachment arm. This condition could result in disconnection of the bellcrank attachment arm from the TGB and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective April 15, 2021.

(d) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(e) Required Actions

Within 100 hours time-in-service:

(1) Remove the surface coating from the TGB bellcrank attachment arm and using a 5X or higher power magnifying glass, dye-penetrant inspect the TGB arm for a crack and for any dent, nick, and scratch in the area shown in Figure 1 of Airbus Helicopters Alert Service Bulletin (ASB) MBB-BK117 C-2-65A-008 or ASB MBB-BK117-30A-120, each Revision 0 and dated January 31, 2018, as applicable to your model helicopter.

(2) If there is a crack, before further flight, replace the TGB.

(3) If there is a dent, a nick, or a scratch, before further flight, remove the surface material up to 0.2 mm using 80-grit abrasive paper and repeat the dye penetrant inspection. If there is a crack or if the damage cannot be removed, before further flight, replace the TGB.

(4) If there is no crack and no dent, nick, or scratch, before further flight, finish the surface with 600-grit or finer abrasive paper.

(f) Special Flight Permits

Special flight permits are prohibited.

(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Kristi Bradley, Aviation Safety Engineer, General Aviation & Rotorcraft Section, International Validation Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5110; email 9-AVS-AIR-730-AMOC@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, the FAA suggests that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

(h) Additional Information

The subject of this AD is addressed in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD No. 2018-0046, dated February 19, 2018. You may view the EASA AD on the internet at https://www.regulations.gov in Docket No. FAA-2020-0967.

(i) Subject

Joint Aircraft Service Component (JASC) Code: 6520, Tail Rotor Gearbox.

(j) 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 5 U.S.C. 552(a) and 1 CFR part 51.

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

(i) Airbus Helicopters Alert Service Bulletin (ASB) MBB-BK117 C-2-65A-008, Revision 0, dated January 31, 2018.

(ii) Airbus Helicopters ASB MBB-BK117-30A-120, Revision 0, dated January 31, 2018.

(3) For service information identified in this AD, contact Airbus Helicopters, 2701 N Forum Drive, Grand Prairie, TX 75052; telephone 972-641-0000 or 800-232-0323; fax 972-641-3775; or at https://www.airbus.com/helicopters/services/technical-support.html.

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call 817-222-5110.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on January 14, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-05090 Filed 3-10-21; 8:45 am]

2021-04-01 Leonardo S.p.a.: Amendment 39-21422; Docket No. FAA-2021-0025; Project Identifier MCAI-2020-01248-R.

(a) Applicability

This Airworthiness Directive (AD) applies to Leonardo S.p.a. (Leonardo) Model AB139 and AW139 helicopters, serial number (S/N) 31400 through 31882 inclusive, and S/N 41300 through 41570 inclusive, certificated in any category, with one or two forward facing first row center seat/seats (seat) and a cabin floor composed of 3 panels, and identified by configuration in Figures 1 through 13 of Leonardo Alert Service Bulletin No. 139-633, Rev. A, dated September 2, 2020 (ASB 139-633) installed.

(b) Unsafe Condition

This AD defines the unsafe condition as a design deficiency, which if not corrected, could lead to failure of the seat during an emergency landing and subsequent injury to a helicopter occupant.

(c) Affected ADs

None.

(d) Effective Date

This AD becomes effective March 26, 2021.

(e) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(f) Required Action

Remove each seat within 50 hours time-in-service.

(g) Special Flight Permits

A special flight permit may be permitted provided that there is no passenger in the seat.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Strategic Policy Rotorcraft Section, FAA, may approve AMOCs for this AD. Send your proposal to: Manager, Strategic Policy Rotorcraft Section, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5110; email 9-ASW-FTW-AMOC-Requests@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, the FAA suggests that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

(i) Additional Information

The subject of this AD is addressed in European Union Aviation Safety Agency (EASA) AD No. 2020-0191, dated September 4, 2020. You may view the EASA AD on the internet at https://www.regulations.gov by searching for and locating it in Docket No. FAA-2021-0025.

(j) Subject

Joint Aircraft Service Component (JASC) Code: 2500 Cabin Equipment/Furnishings.

(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 5 U.S.C. 552(a) and 1 CFR part 51.

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

(i) Leonardo Alert Service Bulletin No. 139-633, Rev. A, dated September 2, 2020.

(ii) [Reserved]

(3) For service information identified in this AD, contact Leonardo S.p.A. Helicopters, Emanuele Bufano, Head of Airworthiness, Viale G.Agusta 520, 21017 C.Costa di Samarate (Va) Italy; telephone +39-0331-225074; fax +39-0331-229046; or at https://www.leonardocompany.com/en/home.

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call 817-222-5110.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on February 1, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-05199 Filed 3-9-21; 2:00 pm]

2021-04-10 Textron Aviation, Inc. (Type Certificate Previously Held by Cessna Aircraft Company): Amendment 39-21431; Docket No. FAA-2020-0811; Product Identifier 2019-CE-055-AD.

(a) Effective Date

This airworthiness directive (AD) is effective April 12, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Textron Aviation Inc. (Textron) (type certificate previously held by Cessna Aircraft Company) Model 208 airplanes, serial numbers 20800564 through 20800594 and 20800603 through 20800605; and Model 208B airplanes, serial numbers 208B5141 through 208B5285, 208B5287 through 208B5305, 208B5307 through 208B5312, 208B5314, 208B5316 through 208B5344, 208B5346 through 208B5350, 208B5353, 208B5354, 208B5356 through 208B5359, 208B5362 through 208B5366, 208B5401, 208B5403, 208B5404, and 208B5408; certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code: 5520, Elevator Structure.

(e) Unsafe Condition

This AD was prompted by reports of loose elevator torque tube attach fasteners. The FAA is issuing this AD to detect and correct loosening and eventual failure of the elevator torque tube attach fasteners. The unsafe condition, if not addressed, could result in loss of elevator control, resulting in loss of control of the airplane.

(f) Compliance

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

(g) Inspection and Fastener Replacement

(1) At the following compliance times, inspect each inboard and outboard elevator torque tube attach fastener for looseness and fretting by following sections 2.C. and 2.D. of Task 27-30-00-290, Left and Right Elevator Torque Tube Attach Points (Borescope) Special Detailed Inspection, dated October 1, 2018, of the Cessna Model 208 Maintenance Manual. You must also inspect for incorrectly installed fasteners.

(i) For airplanes that have accumulated less than 800 hours time-in-service (TIS) as of the effective date of this AD, complete the initial inspection before the airplane accumulates 800 hours TIS or within 200 hours TIS after the effective date of the AD, whichever occurs later. Thereafter, repeat the visual inspection at intervals not to exceed 200 hours TIS until the airplane has accumulated 4,000 hours TIS or until all 48 elevator torque tube attach fasteners are replaced, whichever occurs first.

(ii) For airplanes that have accumulated 800 or more hours TIS but less than 4,000 hours TIS as of the effective date of this AD, complete the initial inspection within 200 hours TIS after the effective date of the AD. Thereafter, repeat the visual inspection at intervals not to exceed 200 hours TIS until the airplane has accumulated 4,000 hours TIS or until all 48 elevator torque tube attach fasteners are replaced, whichever occurs first.

(iii) For airplanes that have accumulated 4,000 or more hours TIS as of the effective date of this AD, complete a one-time visual inspection within 200 hours TIS after the effective date of the AD. No repetitive inspections are required after completion of the one-time visual inspection.

(2) If there are any loose, fretting, or incorrectly installed fasteners, remove the elevator and replace all 48 elevator torque tube attach fasteners (24 per side, with 12 each on the inboard and outboard elevator torque tube attach point) before further flight. Maintain proper alignment by marking each part prior to removal and by replacing one fastener at a time. Replacing all 48 fasteners is terminating action for the repetitive inspections required by paragraphs (g)(1)(i) and (ii) of this AD.

(3) If all 48 fasteners were replaced before the effective date of this AD by following the instructions in paragraph (g)(2) of this AD, then the initial and recurring inspections detailed in paragraph (g)(1) of this AD are not required provided you report the information required by paragraph (h) of this AD.

(h) Reporting Requirement

Within 30 days after doing the initial inspection (regardless if loose, fretting, or incorrectly installed fasteners were found) or within 30 days after the effective date of this AD, whichever occurs later, and then within 30 days after each inspection where loose, fretting, or incorrectly installed fasteners were found, report the following information to the FAA at Wichita-COS@faa.gov:

(1) Name and address of owner.

(2) Date of the inspection.

(3) Name, address, phone number, and email address of person submitting the report.

(4) Airplane serial number, registration number, and total hours TIS on the airplane at the time of the inspection.

(5) If an earlier inspection identified loose, fretting, or incorrectly installed fasteners, identify the hours TIS on the airplane and which fasteners were replaced, if known, or if all fasteners were replaced.

(6) If loose, fretting, or incorrectly installed fasteners were found, detailed information including a sketch or picture showing the location of the loose, fretting, or incorrectly installed fasteners and identification of any installed supplemental type certificates (STCs), alterations, repairs, or field approvals affecting the area of concern.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Wichita ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in the Related Information section of this AD.

(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.

(j) Related Information

For more information about this AD, contact Bobbie Kroetch, Aviation Safety Engineer, Wichita ACO Branch, FAA, 1801 Airport Road, Wichita, KS 67209; phone: 316-946-4155; fax: 316-946-4107; email: bobbie.kroetch@faa.gov or Wichita-COS@faa.gov.

(k) 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 5 U.S.C. 552(a) and 1 CFR part 51.

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

(i) Task 27-30-00-290, Left and Right Elevator Torque Tube Attach Points (Borescope) Special Detailed Inspection, dated October 1, 2018, of the Cessna Model 208 Maintenance Manual.

(ii) [Reserved]

(3) For Textron Aviation, Inc. service information identified in this AD, contact Textron Aviation Inc., One Cessna Boulevard, Wichita, KS 67215; phone: 316-517-5800; email: teamturbopropsupport@txtav.com; website: https://support.cessna.com.

(4) You may view this service information at FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust St., Kansas City, MO 64106. For information on the availability of this material at the FAA, call 816-329-4148.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email: fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on February 8, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-03478 Filed 3-5-21; 8:45 am]

2021-04-12 Robinson Helicopter Company: Amendment 39-21433; Docket No. FAA-2017-0682; Product Identifier 2017-SW-028-AD.

(a) Applicability

This airworthiness directive (AD) applies to Robinson Helicopter Company (Robinson) Model R66 helicopters, certificated in any category, with a tail rotor (T/R) drive shaft assembly part number (P/N) D224-3 without B900-11 modification installed.

Note 1 to paragraph (a): Helicopters with serial number (S/N) 0631 and subsequent had T/R drive shaft assembly P/N D224-4 installed during production, which is not affected by this AD.

(b) Unsafe Condition

This AD defines the unsafe condition as failure of a T/R drive shaft forward hanger bearing. This condition could result in failure of the T/R drive shaft and subsequent loss of helicopter control.

(c) Effective Date

This AD is effective April 12, 2021.

(d) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(e) Required Actions

(1) Within 100 hours time-in-service, do one of the following:
(i) Install Robinson kit P/N KI-235 using KI-235 R66 TRDS Forward Yoke Assembly and Hanger Installation Kit Instructions, Revision A, dated June 23, 2015, except where the service information specifies discarding parts, you are required to remove those parts from service instead.
(ii) Replace the entire T/R drive shaft assembly with T/R drive shaft assembly P/N D224-4.
(2) As of the effective date of this AD, do not install a T/R drive shaft assembly P/N D224-3 without B900-11 modification on any helicopter.

(f) Alternative Methods of Compliance (AMOC)

(1) The Manager, Los Angeles ACO Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Danny Nguyen, Aerospace Engineer, Los Angeles ACO Branch, FAA, 3960 Paramount Blvd., Lakewood, California 90712; telephone 562-627-5247; email 9-ANM-LAACO-AMOC-REQUESTS@faa.gov.
(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, the FAA suggests that you notify your principal inspector, or lacking a principal

inspector, the manager of the local flight standards district office or certificate holding district office before operating any aircraft complying with this AD through an AMOC.

(g) Related Information

For service information identified in this AD, contact Robinson Helicopter Company, 2901 Airport Drive, Torrance, CA 90505; telephone 310-539-0508; fax 310-539-5198; or at https://www.robinsonheli.com. You may view a copy of the service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177.

(h) 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 5 U.S.C. 552(a) and 1 CFR part 51.

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

(i) Robinson KI-235 R66 TRDS Forward Yoke Assembly and Hanger Installation Kit Instructions, Revision A, dated June 23, 2015.

(ii) [Reserved]

(3) For service information identified in this AD, contact Robinson Helicopter Company, 2901 Airport Drive, Torrance, CA 90505; telephone 310-539-0508; fax 310-539-5198; or at https://www.robinsonheli.com.

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email: fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

(i) Subject

Joint Aircraft Service Component (JASC) Code: 6510, Tail Rotor Drive Shaft.

Issued on February 8, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-03656 Filed 3-5-21; 8:45 am]

2021-04-13 Airbus Helicopters: Amendment 39-21434; Docket No. FAA-2020-0847; Product Identifier 2018-SW-087-AD.

(a) Effective Date

This Airworthiness Directive (AD) becomes effective April 14, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus Helicopters, certificated in any category, as identified in paragraphs (c)(1) through (3) of this AD.

(1) Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, and AS350D helicopters.

(2) Model AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters.

(3) Model EC130 B4 and EC130 T2 helicopters.

(d) Subject

Joint Aircraft Service Component (JASC) Code 6230, Main Rotor Mast Inner Race Rings.

(e) Reason

This AD was prompted by a report of a missing retaining ring of the inner race of the main rotor mast (MRM) upper bearing. The FAA is issuing this AD to address this condition, which, if not detected and corrected, can lead to damage to the MRM and surrounding elements, possibly resulting in loss of control of the helicopter.

(f) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(g) Definitions

(1) For the purposes of this AD, an affected part is any MRM having part number (P/N) 350A37-1290-XX (where XX can be any numerical combination) and a serial number as listed in Airbus Helicopters Alert Service Bulletin AS350-62.00.42, Revision 0, dated September 17, 2018; Airbus Helicopters Alert Service Bulletin AS355-62.00.37, Revision 0, dated September 17, 2018; or Airbus Helicopters Alert Service Bulletin EC130-62A017, Revision 0, dated September 17, 2018, as applicable to your model helicopter, unless the upper bearing inner race retaining rings are verified to be installed correctly as specified in the inspection required in paragraph (i)(1) of this AD.

(2) For the purposes of this AD, a Group 1 helicopter is one on which an affected part is installed.

(3) For the purposes of this AD, a Group 2 helicopter is one on which an affected part is not installed.

(h) MRM Upper Sealant Bead Inspection

(1) For Group 1 helicopters, within the compliance time specified in Figure 1 to paragraph (h) of this AD, and, thereafter, at intervals not to exceed 165 hours time-in-service (TIS): Inspect the MRM upper bearing sealant bead for damage in accordance with section 3.B.2.a of the Accomplishment Instructions of Airbus Helicopters Alert Service Bulletin AS350-62.00.42, Revision 0, dated September 17, 2018; Airbus Helicopters Alert Service Bulletin AS355-62.00.37, Revision 0, dated September 17, 2018; or Airbus Helicopters Alert Service Bulletin EC130-62A017, Revision 0, dated September 17, 2018, as applicable to your model helicopter, except you are not required to discard the plastic clamps (Item vv). For the purposes of this inspection, damage may be indicated by flaws, cracks, folds, separation, or absence of the sealant bead.

Figure 1 to paragraph (h) – Initial Inspection of MRM Upper Bearing Sealant Bead

Accumulated Hours TIS	Compliance Time
Less than 115 hours TIS	Before exceeding 165 hours TIS
115 or more hours TIS	Within 50 hours TIS after the effective date of this AD

Note 1 to paragraph (h)(1): Unless specified otherwise, the hours TIS specified in figure 1 to paragraph (h) of this AD are those accumulated on the effective date of this AD by the helicopter since first flight.

(2) If, during any inspection of the MRM upper bearing sealant bead as required by paragraph (h)(1) of this AD, there is damage, before further flight, inspect the installation of the MRM upper bearing inner race retaining rings for discrepancies in accordance with paragraph (i)(1) of this AD.

(i) MRM Inner Race Retaining Rings Inspection

(1) For Group 1 Helicopters: Within 660 hours TIS or 6 months, whichever occurs first after the effective date of this AD: Inspect the installation of the MRM upper bearing inner race retaining rings for discrepancies in accordance with the Accomplishment Instructions of section 3.B.2.b of Airbus Helicopters Alert Service Bulletin AS350 62.00.42, Revision 0, dated September 17, 2018; Airbus Helicopters Alert Service Bulletin AS355-62.00.37, Revision 0, dated September 17, 2018; or Airbus Helicopters Alert Service Bulletin EC130-62A017, Revision 0, dated September 17, 2018, as applicable to your model helicopter, except you are not required to discard the plastic clamps (Item vv). For the purposes of this inspection, discrepancies may be indicated by incorrect positioning or missing rings.

(2) If, during the inspection required by paragraph (i)(1) of this AD there are any discrepancies, before further flight, remove the affected part, inspect the MRM inner race for degradation, and replace the retaining rings in accordance with the Accomplishment Instructions of section 3.B.2.c of Airbus Helicopters Alert Service Bulletin AS350 62.00.42, Revision 0, dated September 17, 2018; Airbus Helicopters Alert Service Bulletin AS355-62.00.37, Revision 0, dated September 17, 2018; or

Airbus Helicopters Alert Service Bulletin EC130-62A017, Revision 0, dated September 17, 2018, as applicable to you model helicopter, except you are not required to return parts to Airbus Helicopters. For the purposes of this inspection, degradation is indicated by damage to the retaining rings (including but not limited to cracks, scratches, and gouges), deterioration, or wear.

(3) If, during the inspection of the MRM inner race, as required by paragraph (i)(2) of this AD, there is any degradation, before next flight, repair or replace the MRM.

(j) Terminating Action

Verification on a helicopter of correct installation of the MRM upper bearing inner race retaining rings, as required by paragraph (i)(1) of this AD, or corrective action on a helicopter, as specified in paragraphs (h)(2), (i)(2), or (i)(3) of this AD, as applicable, constitute terminating action for the repetitive inspections required by paragraph (h)(1) of this AD for that helicopter.

(k) Parts Installation Prohibition

As of the effective date of this AD, no person may install, on any helicopter, an affected part as identified in paragraph (g)(1) of this AD.

(l) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Scott Franke, Aviation Safety Engineer, International Validation Branch, General Aviation & Rotorcraft Unit, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5110; email 9-AVS-AIR-730-AMOC@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, notify your principal inspector or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

(m) Related Information

The subject of this AD is addressed in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2018-0206, dated September 20, 2018. This EASA AD may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2020-0847.

(n) 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 5 U.S.C. 552(a) and 1 CFR part 51.

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

(i) Airbus Helicopters Alert Service Bulletin AS350-62.00.42, Revision 0, dated September 17, 2018.

(ii) Airbus Helicopters Alert Service Bulletin AS355-62.00.37, Revision 0, dated September 17, 2018.

(iii) Airbus Helicopters Alert Service Bulletin EC130-62A017, Revision 0, dated September 17, 2018.

(3) For service information identified in this AD, contact Airbus Helicopters, 2701 N Forum Drive, Grand Prairie, TX 75052; telephone 800-232-0323 or Fax: 972-641-3775; or at https://www.airbus.com/helicopters/services/technical-support.html.

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call 817-222-5110.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on February 8, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-04806 Filed 3-9-21; 8:45 am]

2021-04-15 Airbus Helicopters: Amendment 39-21437; Docket No. FAA-2021-0094; Project Identifier MCAI-2021-00100-R.

(a) Effective Date

This airworthiness directive (AD) becomes effective March 23, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Helicopters specified in paragraph (c)(1) and (2) of this AD, certificated in any category.

(1) Model AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters, all serial numbers.

(2) Model AS350B3 helicopters, all serial numbers except those that have embodied Modification 07.3148 in production, or Eurocopter AS350 Service Bulletin 55.00.14 (any revision) in service.

(d) Subject

Joint Aircraft System Component (JASC) Code 5531, Vertical Stabilizer, Spar/Rib.

(e) Reason

This AD was prompted by a report that, during an unscheduled post-flight inspection of the tail cone area of an Airbus Helicopters Model AS355NP helicopter, a crack was found in the spar of the upper fin and fractures were found in the two front attachment screws. The FAA is issuing this AD to address cracking in the spar of the upper part of the vertical fin and fractures in the front attachment screws. This condition could lead to in-flight separation of the upper part of the vertical fin, resulting in loss of control of the helicopter.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2020-0186, dated August 20, 2020 (EASA AD 2020-0186).

(h) Exceptions to EASA AD 2020-0186

(1) Where EASA AD 2020-0186 refers to its effective date, this AD requires using the effective date of this AD.

(2) The "Remarks" section of EASA AD 2020-0186 does not apply to this AD.

(3) The actions specified in paragraph (2) of EASA AD 2020-0186 are not required by this AD.

(4) Where paragraph (3) of EASA AD 2020-0186 specifies to contact the manufacturer for approved repair instructions, for this AD, if any cracking is detected during any inspection, repair before further flight using a method approved by the Manager, International Validation Branch, FAA. For a repair method to be approved by the Manager, International Validation Branch, as required by this paragraph, the Manager's approval letter must specifically refer to this AD.

(5) Where EASA AD 2020-0186 refers to flight hours (FH), this AD requires using hours time-in-service.

(6) Where the service information referred to in EASA AD 2020-0186 specifies to perform a visual inspection and "if in doubt" remove the rear and the tail rotor gear box (TGB) fairings to perform a detailed inspection and "carry out" a dye-penetrant inspection, those actions are required by this AD if any crack indication (e.g., paint chips, dents, or swelling) is found during any inspection done without removing the rear and the TGB fairings.

(7) Although the service information referenced in EASA AD 2020-0186 specifies to scrap certain parts, this AD requires removing those parts from service instead.

(i) Special Flight Permit

Special flight permits, as described in 14 CFR 21.197 and 21.199, are not allowed.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, 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, send it to the attention of the person identified in paragraph (k) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@faa.gov.

(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.

(k) Related Information

For more information about this AD, contact Kathleen Arrigotti, Aviation Safety Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3218; email: kathleen.arrigotti@faa.gov.

(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 5 U.S.C. 552(a) and 1 CFR part 51.

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

(i) European Union Aviation Safety Agency (EASA) AD 2020-0186, dated August 20, 2020.

(ii) [Reserved]

(3) For EASA AD 2020-0186, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this EASA AD on the EASA website at https://ad.easa.europa.eu.

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call 817-222-5110. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2021-0094.

(5) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on February 9, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-04800 Filed 3-4-21; 11:15 am]

2021-04-16 Amendment 39-21438; Docket No. FAA-2020-0791; Project Identifier AD-2020-00676-R.

(a) Effective Date

This airworthiness directive (AD) is effective April 14, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Sikorsky Aircraft Corporation (Sikorsky) Model S-92A helicopters, certificated in any category, with serial numbers (S/Ns) 920006 through 920334 inclusive.

(d) Subject

Joint Aircraft System Component (JASC) Code 3220, Nose/Tail Landing Gear; 3210, Main Landing Gear.

(e) Unsafe Condition

This AD was prompted by the manufacturer determining that because of non-conforming threads, due to a quality escape, the life limit of the threaded hinge pin and main landing gear (MLG) and nose landing gear (NLG) actuator pins is reduced. The FAA is issuing this AD to prevent failure of components on the MLG and NLG. The unsafe condition, if not addressed, could result in damage to the helicopter and reduced ability to control the helicopter during landing.

(f) Compliance

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

(g) Required Actions

Within 300 hours time in service after the effective date of this AD, visually inspect the components of the right MLG assembly, left MLG assembly, and NLG kit for threaded hinge pins, part number (P/N) 92250-12281-101, and actuator pins, P/N 92240-12287-101 and 92240-12287-103, with serial numbers (S/Ns) identified in Table 1 or 2 (threaded hinge pins) or in Table 1 (actuator pins), in Section 3, the Accomplishment Instructions, in the Sikorsky Aircraft Corporation Alert Service Bulletin (ASB) 92-32-008, Basic Issue, dated January 21, 2020 (the ASB).

Note 1 to the introductory text of paragraph (g): See Figures 1 and 2 in Section 3, the Accomplishment Instructions, in the ASB for guidance on performing the visual inspection.

(1) If there is any threaded hinge pin, P/N 92250-12281-101, with an S/N listed in Table 1 or 2 in the ASB, before further flight, remove the threaded hinge pin from service.

(2) If there is any MLG or NLG actuator pin, P/N 92250-12287-101 or P/N 92250-12287-103, with an S/N listed in Table 1 in the ASB, before further flight, remove the actuator pin from service.

(h) Installation Prohibition

As of the effective date of this AD, do not install any threaded hinge pin, P/N 92250-12281-101, or actuator pin, P/N 92240-12287-101 or 92240-12287-103, with an S/N listed in Table 1 or 2 in Section 3, the Accomplishment Instructions, in the ASB, on any helicopter.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Boston ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (j)(1) of this AD.

(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.

(j) Related Information

For more information about this AD, contact Dorie Resnik, Aerospace Engineer, Boston ACO Branch, Compliance & Airworthiness Division, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7693; fax: 781-238-7199; email: dorie.resnik@faa.gov. You may view the related service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call 817-222-5110.

(k) 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 5 U.S.C. 552(a) and 1 CFR part 51.

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

(i) Sikorsky Aircraft Corporation Alert Service Bulletin 92-32-008, Basic Issue, dated January 21, 2020.

(ii) [Reserved]

(3) For Sikorsky service information identified in this AD, contact Sikorsky Aircraft Corporation, Commercial Systems and Services, 124 Quarry Road, Trumbull, CT 06611; phone: 203-416-4000; email: product_safety.gr-sik@lmco.com. Operators may also log on to the Sikorsky 360 website at: https://customerportal.sikorsky.com.

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call 817-222-5110.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email: fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on February 9, 2021.

Gaetano A. Sciortino,

Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-04940 Filed 3-9-21; 8:45 am]

2021-04-17 Airbus Helicopters: Amendment 39-21439; Docket No. FAA-2021-0095; Project Identifier MCAI-2020-01658-R.

(a) Effective Date

This airworthiness directive (AD) becomes effective March 23, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Helicopters Model AS350B, AS350BA, AS350B1, AS350B2, AS350D, AS355E, AS355F, AS355F1, AS355F2, and AS355N helicopters, certificated in any category, with a tail rotor (T/R) blade part number (P/N) listed in Appendix 1, Table 1, of European Union Aviation Safety Agency (EASA) AD 2020-0224R1, dated November 11, 2020 (EASA AD 2020-0224R1) (pre-mod 075580).

(d) Subject

Joint Aircraft System Component (JASC) Code 6410, Tail Rotor Blades.

(e) Reason

This AD was prompted by two reports of debonding of the T/R blade leading edge protection shields. The FAA is issuing this AD to prevent failure of the T/R blade, which could result in loss of tail rotor control and subsequent loss of control of the helicopter.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2020-0224R1.

(h) Exceptions to EASA AD EASA AD 2020-0224R1

(1) Where EASA AD 2020-0224R1 refers to flight hours (FH), this AD requires using hours time-in-service.

(2) Where EASA AD 2020-0224R1 refers to October 20, 2020 (the effective date of the original issuance of its AD (EASA AD 2020-0224-E, dated October 16, 2020)) and its effective date, this AD requires using the effective date of this AD.

(3) Where paragraph (1) of EASA AD 2020-0224R1 specifies visually inspecting each T/R blade leading edge protection shield with instructions in the service information, this AD requires visually checking each T/R blade leading edge protection shield and bonding strip for a distortion, dent, and scratch; visually checking the area surrounding each T/R blade leading edge protection along the skin length for a gap; and visually checking the area surrounding the bonding strip for a crack. These visual checks may be performed by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the aircraft records showing compliance with this AD in accordance with 14 CFR 43.9(a)(1) through (4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

(4) Where paragraph (5) of EASA AD 2020-0224R1 specifies the modification of replacing each affected part with a serviceable part, this AD does not require this modification.

(5) The "Remarks" section of EASA AD 2020-0224R1 does not apply to this AD.

(i) Parts Installation Prohibition

As of the effective date of this AD, do not install a T/R blade identified in paragraph (c) of this AD on any helicopter.

(j) Special Flight Permit

Special flight permits are prohibited if an installed T/R blade does not pass the visual or tap inspections.

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, 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, send it to the attention of the person identified in paragraph (l)(1) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@faa.gov.

(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) Related Information

(1) For more information about this AD, contact Kristi Bradley, Aviation Safety Engineer, General Aviation & Rotorcraft Section, International Validation Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5110; email kristin.bradley@faa.gov.

(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 5 U.S.C. 552(a) and 1 CFR part 51.

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

(i) European Union Aviation Safety Agency (EASA) AD 2020-0224R1, dated November 11, 2020.

(ii) [Reserved]

(3) For EASA AD 2020-0224R1, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this EASA AD on the EASA website at https://ad.easa.europa.eu.

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222-5110. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2021-0095.

(5) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on February 10, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-04803 Filed 3-4-21; 11:15 am]

2021-04-18 Airbus Helicopters: Amendment 39-21440; Docket No. FAA-2021-0096; Project Identifier MCAI-2021-00040-R.

(a) Effective Date

This airworthiness directive (AD) becomes effective March 25, 2021.

(b) Affected ADs

This AD replaces AD 2020-23-02, Amendment 39-21318 (85 FR 73607, November 19, 2020) (AD 2020-23-02).

(c) Applicability

This AD applies to Airbus Helicopters Model EC225LP helicopters, certificated in any category, all manufacturer serial numbers.

(d) Subject

Joint Aircraft System Component (JASC) Code 6230, Main Rotor Mast/Swashplate.

(e) Reason

This AD was prompted by a report of a manufacturing and control issue regarding the ceramic balls in the bearing installed in the swashplate assembly of the main rotor mast assembly. The FAA is issuing this AD to address defective ceramic balls in the bearing installed in the swashplate assembly of the main rotor mast assembly, which could lead to premature spalling of the ball itself and of the bearing, loss of function of the bearing, and overload of the main rotor mast scissor, resulting in reduced control of the helicopter.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2020-0264, dated December 2, 2020 (EASA AD 2020-0264).

(h) Exceptions to EASA AD 2020-0264

(1) Where EASA AD 2020-0264 refers to April 15, 2020 (the effective date of EASA AD 2020-0079), this AD requires using December 4, 2020 (the effective date of AD 2020-23-02).

(2) Where Table 1 of EASA AD 2020-0264 specifies a column heading of "FH Accumulated," for this AD use hours time-in-service accumulated as of December 4, 2020 (the effective date of AD 2020-23-02).

(3) Where Table 2 of EASA AD 2020-0264 specifies a column heading of "FH Accumulated," for this AD use hours time-in-service accumulated as of the effective date of this AD.

(4) Where EASA AD 2020-0264 refers to its effective date, this AD requires using the effective date of this AD.

(5) The "Remarks" section of EASA AD 2020-0264 does not apply to this AD.

(6) Although the service information referenced in EASA AD 2020-0264 specifies to return certain parts, this AD requires removing those parts from service instead.

(7) Where the service information referenced in EASA AD 2020-0264 specifies "compliance with the works steps concerned with the check is described in a video" this AD requires a complete rotation of the swashplate in both directions using a rate of one revolution per minute.

(8) Where EASA AD 2020-0264 refers to flight hours (FH), this AD requires using hours time-in-service. The guidance provided by Note 1 to Table 1 and Table 2 in EASA AD 2020-0264 is still applicable.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2020-0264 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Special Flight Permit

Special flight permits, as described in 14 CFR 21.197 and 21.199, are not allowed.

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Strategic Policy Rotorcraft Section, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the Strategic Policy Rotorcraft Section, send it to: Manager, Strategic Policy Rotorcraft Section, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; phone: 817-222-5110. Information may be emailed to: 9-ASW-FTW-AMOC-Requests@faa.gov.

(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) Related Information

(1) For more information about this AD, contact Kathleen Arrigotti, Aerospace Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3218; email: kathleen.arrigotti@faa.gov.

(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 5 U.S.C. 552(a) and 1 CFR part 51.

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

(i) European Union Aviation Safety Agency (EASA) AD 2020-0264, dated December 2, 2020.

(ii) [Reserved]

(3) For EASA AD 2020-0264, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: ADs@easa.europa.eu; internet: www.easa.europa.eu. You may find this EASA AD on the EASA website at https://ad.easa.europa.eu.

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call 817-222-5110. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2021-0096.

(5) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on February 10, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-04869 Filed 3-9-21; 8:45 am]

2021-04-19 Amendment 39-21441; Docket No. FAA-2020-0270; Product Identifier 2019-SW-018-AD.

(a) Effective Date

This airworthiness directive (AD) is effective April 13, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bell Textron Inc. (Bell) Model 205B helicopters, certificated in any category, with a tail rotor (T/R) blade part number (P/N) 212-010-750-009, 212-010-750-105, 212-010-750-109, 212-010-750-111, 212-010-750-113, 212-010-750-117, 212-010-750-133, 212-010-750-135, 212-010-750-117FM, or 212-010-750-135FM installed.

(d) Subject

Joint Aircraft System Component (JASC) Code: 6410, Tail Rotor Blades.

(e) Unsafe Condition

This AD was prompted by flight testing and fatigue analysis that indicates that these part-numbered T/R blades sustain greater loads when used on Bell Model 205B helicopters compared to their use on other model helicopters. The FAA is issuing this AD to prevent a T/R blade from remaining in service beyond its fatigue life, resulting in failure of the T/R blade and subsequent loss control of the helicopter.

(f) Compliance

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

(g) Required Actions

(1) Before further flight:

(i) Determine the total hours time-in-service (TIS) of each T/R blade and remove from service each T/R blade that has accumulated 2,500 or more hours TIS. For each T/R blade that has accumulated less than 2,500 hours TIS, do the following:

(ii) Re-identify the P/N on the T/R blade data plate by vibro-etching to change the last three digits of the existing P/N as follows:

(A) For T/R blade P/N 212-010-750-009, re-identify the P/N as 212-010-750-111.

(B) For T/R blade P/N 212-010-750-105, re-identify the P/N as 212-010-750-109.

(C) For T/R blade P/N 212-010-750-113, re-identify the P/N as 212-010-750-117FM.

(D) For T/R blade P/N 212-010-750-133, re-identify the P/N as 212-010-750-135FM.

(iii) Create a component history card or equivalent record to reflect the change in P/N for each T/R blade, and establish a life limit of 2,500 hours TIS.

(iv) Revise the Airworthiness Limitations Section of the existing maintenance manual or the Instructions for Continued Airworthiness for your helicopter to establish a life limit of 2,500 hours TIS for each T/R blade P/N 212-010-750-109, P/N 212-010-750-111, P/N 212-010-750-117, P/N 212-010-750-135, P/N 212-010-750-117FM, and P/N 212-010-750-135FM.

(2) Thereafter, except as provided in paragraph (i), no alternative life limits may be approved for T/R blade P/N 212-010-750-009, P/N 212-010-750-105, P/N 212-010-750-113, or P/N 212-010-750-133.

(3) After the effective date of this AD, do not install a T/R blade P/N 212-010-750-009, P/N 212-010-750-105, P/N 212-010-750-113, or P/N 212-010-750-133 on any Model 205B helicopter unless the part number has been changed and the life limit reduced in accordance with this AD.

(4) After the effective date of this AD do not install a T/R blade P/N 212-010-750-109, P/N 212-010-750-111, P/N 212-010-750-117, P/N 212-010-750-135, P/N 212-010-750-117FM, or P/N 212-010-750-135FM, on any Model 205B helicopter unless the life limit has been reduced in accordance with this AD.

(h) Special Flight Permit

Special flight permits are prohibited.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, DSCO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (j)(1) of this AD. Information may be emailed to: 9-ASW-190-COS@faa.gov.

(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.

(j) Related Information

(1) For more information about this AD, contact Kuethe Harmon, Safety Management Program Manager, DSCO Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5198; email Kuethe.harmon@faa.gov.

(2) For service information identified in this AD, contact Bell Textron Inc., P.O. Box 482, Fort Worth, TX 76101; telephone 817-280-3391; fax 817-280-6466; or at https://www.bellcustomer.com. You may view service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177.

Issued on February 25, 2021.

Gaetano A. Sciortino,

Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-04503 Filed 3-8-21; 8:45 am]

2021-05-01 Airbus Helicopters: Amendment 39-21444; Docket No. FAA-2020-1107; Project Identifier 2019-SW-049-AD.

(a) Effective Date

This airworthiness directive (AD) is effective April 16, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus Helicopters Model SA330J helicopters, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 6320, Main rotor gearbox.

(e) Reason

This AD was prompted by a report of failure of a second stage planet gear of the main gear box (MGB). The FAA is issuing this AD to address failure of a second stage planet gear of the MGB, which could lead to loss of control of the helicopter.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2019-0108, dated May 17, 2019 (EASA AD 2019-0108).

(h) Exceptions to EASA AD 2019-0108

(1) Where EASA AD 2019-0108 refers to its effective date, this AD requires using the effective date of this AD.

(2) The "Remarks" section of EASA AD 2019-0108 does not apply to this AD.

(3) Where EASA AD 2019-0108 refers to flight hours (FH), this AD requires using hours time-in-service.

(4) Although the service information referenced in EASA 2019-0108 specifies to discard certain parts, this AD does not include that requirement.

(i) Special Flight Permit

Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the helicopter can be modified (if the operator elects to do so), provided that no passengers are onboard.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Strategic Policy Rotorcraft Section, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the Strategic Policy Rotorcraft Section, send it to: Manager, Strategic Policy Rotorcraft Section, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5110. Information may be emailed to: 9-ASW-FTW-AMOC-Requests@faa.gov.

(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.

(k) Related Information

For more information about this AD, contact Mahmood G. Shah, Aviation Safety Engineer, Fort Worth ACO Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; phone: 817-222-5538; email: mahmood.g.shah@faa.gov.

(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 5 U.S.C. 552(a) and 1 CFR part 51.

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

(i) European Union Aviation Safety Agency (EASA) AD 2019-0108, dated May 17, 2019.

(ii) [Reserved]

(3) For EASA AD 2019-0108, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: ADs@easa.europa.eu; internet: www.easa.europa.eu. You may find this EASA AD on the EASA website at https://ad.easa.europa.eu.

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call 817-222-5110. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2020-1107.

(5) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on February 17, 2021.

Gaetano A. Sciortino,

Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-05143 Filed 3-11-21; 8:45 am]

AD 2021-05-02 Airbus Helicopters: Amendment 39-21445; Docket No. FAA-2020-1131; Project Identifier MCAI-2020-00613-R.

(a) Effective Date

This airworthiness directive (AD) is effective April 16, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus Helicopters, certificated in any category, as identified in paragraphs (c)(1) through (3) of this AD.

(1) Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, and AS350D helicopters.

(2) Model AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters.

(3) Model EC130B4 and EC130T2 helicopters.

(d) Subject

Joint Aircraft System Component (JASC) Code 6200, Main Rotor System.

(e) Reason

This AD was prompted by a report of failed main rotor hub-to-mast attachment screws. The FAA is issuing this AD to address failed main rotor hub-to-mast attachment screws, which could lead to disconnection of the main rotor hub-to-mast attachment, possibly resulting in loss of control of the helicopter.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2017-0032, dated February 17, 2017; corrected February 20, 2017 (EASA AD 2017-0032).

(h) Exceptions to EASA AD 2017-0032

(1) Where EASA AD 2017-0032 refers to its effective date, this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2017-0032 does not apply to this AD.

(3) Paragraph (4) of EASA AD 2017-0032 specifies to report inspection results to Airbus Helicopters within a certain compliance time. For this AD, report inspection results at the applicable time specified in paragraph (h)(3)(i) or (ii) of this AD.

(i) If the inspection was done on or after the effective date of this AD: Submit the report within 30 days after the inspection.

(ii) If the inspection was done before the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

(4) Where EASA AD 2017-0032 refers to flight hours (FH), this AD requires using hours time-in-service.

(5) Where the service information specified in paragraph (3) of EASA AD 2017-0032 specifies to contact Airbus Helicopters if damage or corrosion exceeds existing criteria, for this AD, replace the affected screws using a method approved by the Manager, International Validation Branch, FAA. For a repair method to be approved by the Manager, International Validation Branch, as required by this paragraph, the Manager's approval letter must specifically refer to this AD.

(6) Although the service information referenced in EASA AD 2017-0032 specifies to discard certain parts, this AD does not include that requirement.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, 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, send it to the attention of the person identified in paragraph (j) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@faa.gov.

(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.

(j) Related Information

For more information about this AD, contact Hal Jensen, Aerospace Engineer, Operational Safety Branch, FAA, 470 L'Enfant Plaza SW, Washington, DC 20024; phone: 202-267-9167; email: hal.jensen@faa.gov.

(k) 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 5 U.S.C. 552(a) and 1 CFR part 51.

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

(i) European Aviation Safety Agency (EASA) AD 2017-0032, dated February 17, 2017; corrected February 20, 2017.

(ii) [Reserved]

(3) For EASA AD 2017-0032, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: ADs@easa.europa.eu; internet: www.easa.europa.eu. You may find this EASA AD on the EASA website at https://ad.easa.europa.eu.

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call 817-222-5110. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2020-1131.

(5) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on February 17, 2021.

Gaetano A. Sciortino,

Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-05151 Filed 3-11-21; 8:45 am]

2021-05-04 Leonardo S.p.a.: Amendment 39-21447; Docket No. FAA-2020-1139; Product Identifier 2018-SW-056-AD.

(a) Applicability

This airworthiness directive (AD) applies to Leonardo S.p.a. Model A109S helicopters, serial number (S/N) 22702, 22703, 22705, and 22706 and AW109SP helicopters with S/N up to 22386 inclusive, except S/N 22375 and S/N 22376, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as chafing of electrical wiring. This condition could result in fire ignition and smoke in the baggage compartment and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective April 16, 2021.

(d) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(e) Required Actions

(1) For all helicopters, except Model A109S having S/N 22705 or S/N 22706 and Model AW109SP having S/N 22384, before further flight:

(i) Install a placard with the information in Figure 5 of Leonardo Helicopters Emergency Alert Service Bulletin (EASB) No. 109S-079 (EASB 109S-079), or Leonardo Helicopters EASB No. 109SP-120 (EASB 109SP-120), each Revision A, and each dated June 4, 2018, as applicable to your helicopter model, in the baggage compartment on the internal side of the baggage door D8.

(ii) Revise the existing Rotorcraft Flight Manual (RFM) for your helicopter by cutting along the dashed line of Figure 6 of EASB 109S-079 or EASB 109SP-120, as applicable to your model helicopter, and inserting the cutout to replace page 1-28 or 1-3, as applicable to your model helicopter, of the existing RFM for your helicopter.

(2) For all helicopters, except Model A109S having S/N 22705 or S/N 22706 and Model AW109SP having S/N 22384, within 5 hours time-in-service (TIS):

(i) Visually inspect the installation of the terminal lugs to determine whether the installation is consistent with Figure 2 of EASB 109SP-120 or EASB 109S-079, as applicable to your model helicopter. If the installation is not consistent with Figure 2 of EASB 109SP-120 or EASB 109S-079, as applicable to your model helicopter, restore the installation to be consistent with Figure 2 of EASB 109SP-120 or EASB 109S-079, as applicable to your model helicopter.

(ii) Shim the installation of the baggage fairing assembly (fwd up) part number (P/N) 109-0344-31-101 to move it away from the circuit breaker panel, and install a silicon rubber protection over the blind rivets of the hinge in accordance with the Accomplishment Instructions, Part II, steps 3 through 8 of EASB 109S-079 or EASB 109SP-120, as applicable to your model helicopter.

(3) Performing the steps as described in paragraph (e)(2) of this AD allows the RFM revision described in paragraph (e)(1) of this AD to be removed from the existing RFM for your helicopter and the placard described in paragraph (e)(1) of this AD to be removed from the helicopter.

(4) For all helicopters, within 10 hours TIS and thereafter at intervals not to exceed 25 hours TIS, remove the baggage fairing assembly (fwd up) P/N 109-0344-31-101, remove the rubber protections P/N 109-0746-52-105 and P/N 109-0746-52-107, and inspect the cable assemblies routing of both circuit breaker panels for damage. For the purposes of this inspection, damage may be indicated by chafing. If there is any damage, repair or replace the cables in accordance with FAA accepted procedures and protect the cables by installing Nomex sleeve P/N EN6049-006.

(5) For all helicopters, within 200 hours TIS, modify the helicopter's baggage compartment by adding the protective coverings in accordance with the Accomplishment Instructions, Part II, steps 3 through 14 of Leonardo Helicopters EASB No. 109SP-122, dated July 5, 2018, or Leonardo Helicopters EASB No. 109S-081, dated July 5, 2018, as applicable to your model helicopter. Completion of this modification is a terminating action for the 25 hour TIS repetitive inspections of paragraph (e)(4) of this AD.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, 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, send it to the attention of: Kristin Bradley, Aerospace Engineer, General Aviation & Rotorcraft Section, International Validation Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5110; email 9-AVS-AIR-730-AMOC@faa.gov.

(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.

(g) Additional Information

The subject of this AD is addressed in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD No. 2018-0149-E, dated July 13, 2018. You may view the EASA AD on the internet at https://www.regulations.gov in Docket No. FAA-2020-1139.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 5397, Fuselage Wiring, Baggage Fairings Modification.

(i) 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 5 U.S.C. 552(a) and 1 CFR part 51.

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

(i) Leonardo Helicopters Emergency Alert Service Bulletin (EASB) No. 109S-079, Revision A, dated June 4, 2018.

(ii) Leonardo Helicopters EASB 109SP-120, Revision A, dated June 4, 2018.

(iii) Leonardo Helicopters EASB No. 109SP-122, dated July 5, 2018.

(iv) Leonardo Helicopters EASB No. 109S-081, dated July 5, 2018.

(3) For service information identified in this AD, contact Leonardo S.p.A. Helicopters, Emanuele Bufano, Head of Airworthiness, Viale G. Agusta 520, 21017 C. Costa di Samarate (Va) Italy; telephone +39-0331-225074; fax +39-0331-229046; or at https://www.leonardocompany.com/en/home.

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call 817-222-5110.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on February 17, 2021.

Gaetano A. Sciortino,

Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-05147 Filed 3-11-21; 8:45 am]

2021-05-05 Airbus Helicopters: Amendment 39-21448 Docket No. FAA-2020-1123; Project Identifier MCAI-2020-01294-R.

(a) Effective Date

This airworthiness directive (AD) is effective April 16, 2021.

(b) Affected ADs

This AD replaces AD 2016-23-05, Amendment 39-18712 (81 FR 85126, November 25, 2016) (AD 2016-23-05).

(c) Applicability

This AD applies to Airbus Helicopters Model SA-365N1, AS-365N2, AS 365 N3, SA-366G1, EC 155B, and EC155B1 helicopters, certificated in any category, all serial numbers.

(d) Subject

Joint Aircraft System Component (JASC) Code 65, Tail Rotor.

(e) Reason

This AD was prompted by reports of occurrences of loss of yaw control due to failure of the tail gearbox (TGB) control rod double bearing (bearing). This AD was also prompted by the determination that additional inspections, replacements, and modifications are necessary to address the unsafe condition. The FAA is issuing this AD to address damage to the bearing, which could result in end play, loss of tail rotor pitch control, and subsequent loss of control of the helicopter.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2017-0125, dated July 21, 2017 (EASA AD 2017-0125).

(h) Exceptions to EASA AD 2017-0125

(1) Where EASA AD 2017-0125 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2017-0125 refers to June 4, 2011 (the effective date of EASA AD 2011-0105), this AD requires using the effective date of this AD.

(3) Where EASA AD 2017-0125 refers to May 25, 2016 (the effective date of EASA AD 2016-0197R1), this AD requires using the effective date of this AD.

(4) The "Remarks" section of EASA AD 2017-0125 does not apply to this AD.

(5) Where paragraph (2) of EASA AD 2017-0125 requires inspections (checks) to be done "in accordance with the instructions of Paragraph 3.B.1 of the applicable inspection ASB," for this AD, those instructions are for reference only and are not required for the actions in paragraph (2) of EASA AD 2017-0125. The inspections (checks) required by paragraph (2) of EASA AD 2017-0125 may be performed by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the aircraft records showing compliance with this AD in accordance with 14 CFR 43.9 (a)(1) through (4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

(6) Where paragraph (5) of EASA AD 2017-0125 specifies to "accomplish the applicable corrective action(s) in accordance with the instructions of Paragraph 3.B.1 of the applicable inspection ASB," for this AD, a qualified mechanic must add oil to the TGB to the "max" level if the oil level is not at maximum. The instructions are for reference only and are not required for the actions in paragraph (5) of EASA AD 2017-0125.

(7) Where EASA AD 2017-0125 refers to flight hours (FH), this AD requires using hours time-in-service.

(8) Where EASA AD 2017-0125 requires action after the last flight of the day or "ALF," this AD requires those actions before the first flight of the day.

(9) Where the service information referred to in EASA AD 2017-0125 specifies to perform a metallurgical analysis and contact the manufacturer if collected particles are not clearly characterized, this AD does not require contacting the manufacturer to determine the characterization of the particles collected.

(10) Although service information referenced in EASA AD 2017-0125 specifies to scrap parts, this AD does not include that requirement.

(11) Although service information referenced in EASA AD 2017-0125 specifies reporting information to Airbus Helicopters and filling in a "particle detection" follow-up sheet, this AD does not include those requirements.

(12) Although service information referenced in EASA AD 2017-0125 specifies returning certain parts to an approved workshop, this AD does not include that requirement.

(13) Where paragraph (6) of EASA AD 2017-0125 refers to "any discrepancy," for this AD, discrepancies include the presence of particles and other conditions such as abrasions, scales, flakes, and splinters.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Strategic Policy Rotorcraft Section, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the Strategic Policy Rotorcraft Section, send it to: Manager, Strategic Policy Rotorcraft Section, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5110. Information may be emailed to: 9-ASW-FTW-AMOC-Requests@faa.gov.

(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.

(j) Related Information

For more information about this AD, contact Kathleen Arrigotti, Aviation Safety Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3218; email kathleen.arrigotti@faa.gov.

(k) 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 5 U.S.C. 552(a) and 1 CFR part 51.

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

(i) European Aviation Safety Agency (EASA) AD 2017-0125, dated July 21, 2017.

(ii) [Reserved].

(3) For EASA AD 2017-0125, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this EASA AD on the EASA website at https://ad.easa.europa.eu.

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call 817-222-5110. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2020-1123.

(5) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on February 17, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-05142 Filed 3-11-21; 8:45 am]

2021-05-07 Airbus Helicopters Deutschland GmbH (Type Certificate Previously Held by Eurocopter Deutschland GmbH): Amendment 39-21450; Docket No. FAA-2015-4497; Project Identifier 2016-SW-011-AD.

(a) Effective Date

This airworthiness directive (AD) is effective April 16, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the following Airbus Helicopters Deutschland GmbH (Type Certificate previously held by Eurocopter Deutschland GmbH) helicopters, certificated in any category:

(1) Model BO-105A, BO-105C, and BO-105S helicopters with a voltage regulator part number (P/N) 51565-000, 51565-000R, or 51509-002R installed; and

(2) Model MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2, and MBB-BK 117 C-1 helicopters.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 2497, Electrical Power System Wiring.

(e) Unsafe Condition

This AD was prompted by a report of a loss of electrical ground between the starter-generator and the generator voltage regulator (regulator). The FAA is issuing this AD to address loss of electrical ground between the starter-generator and the regulator. This condition could result in an overvoltage of electrical power, damage to electronic equipment, and subsequent loss of control of the helicopter.

(f) Compliance

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

(g) Required Actions

(1) Within 50 hours time-in-service (TIS):

(i) Visually inspect the wire terminal of wire P55F16N/P56F16N for Model BO-105A, BO-105C, and BO-105S helicopters and wire 1PA53B20/2PA53B20 for Model MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2, and MBB-BK 117 C-1 helicopters on Terminal E of each starter-generator for a crack, a kink, fraying, looseness, missing

material, and corrosion. If there is a crack, a kink, fraying, looseness, missing material, or any corrosion, before further flight, replace the wire terminal.

(ii) Measure the resistance between each starter-generator and its regulator in accordance with the Accomplishment Instructions, paragraph 2.A.2.3. of Eurocopter Alert Service Bulletin ASB BO105-90-103, Revision 4, dated June 21, 2010, or paragraphs 2.A.2.3. and 2.A.2.5. of Eurocopter Alert Service Bulletin ASB-MBB-BK117-90-118, Revision 2, dated May 4, 2009, as applicable to your model helicopter. If the resistance is more than 500 milliohms, before further flight, replace the wire terminal.

(2) Within 150 hours TIS:

(i) Install a wire harness from each generator voltage regulator as follows.

(A) For Model BO-105A, BO-105C, and BO-105S helicopters: Wire harness P/N 105-90081.

(B) For Model MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, and MBB-BK 117 B-2 helicopters: Wire harness P/N 117-901941.

(C) For Model MBB-BK 117 C-1 helicopters: Wire harness P/N 117-901961.

(ii) For Model MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2, and MBB-BK 117 C-1 helicopters, revise the existing Rotorcraft Flight Manual (RFM) for your helicopter to include the information in Section 3 Emergency and Malfunction Procedures of the following temporary revisions, as applicable to your helicopter: Eurocopter Flight Manual BK117 A-3 Temporary Revision 9, Eurocopter Flight Manual BK117 A-4 Temporary Revision 5, Eurocopter Flight Manual BK117 B-1 Temporary Revision 6, Eurocopter Flight Manual BK 117 B-2 Temporary Revision 1, or Eurocopter Flight Manual BK 117 C-1 Temporary Revision 2, all dated September 22, 2006. Using a later RFM revision with information identical to that contained in the temporary revision specified for your helicopter is acceptable for compliance with the requirement of this paragraph.

(iii) For Model MBB-BK 117 A-1 helicopters, revise Section 3 Emergency and Malfunction Procedures of the existing RFM for your helicopter to include the information in Figures 1 through 3 to paragraph (g)(2)(iii) of this AD.

CAUTION LIGHT INDICATIONS

GEN I or **GEN II**

Conditions/Indications

Affected generator has failed or is disconnected from the power distribution system.

Procedure

1. BUS-TIE switch position – Check

If BUS–TIE in position OFF:

2. Electrical short circuit procedure – Perform (refer to para 3.6.1)

If voltage is out of normal range (> 30 V):

2. Generator overvoltage procedure – Perform (refer to para 3.6.1.a)

If BUS–TIE in position NORM:

2. Affected GENERATOR switch – RESET, then ON

GEN caution light remains on

3. Relevant GENERATOR sw – OFF

4. GEN TRIP switch (to trip generator) – Relevant position (I or II), then release

5. AMM SEL switch – Select normal generator

6. Ammeter and voltmeter – Monitor

NOTE One generator alone will provide sufficient power for normal services.

Figure 1 to Paragraph (g)(2)(iii)

CAUTION LIGHT INDICATIONS

GEN I and **GEN II**

Conditions/Indications

Both generators have failed or are disconnected from the power distribution system.

Procedure

1. GENERATOR 1 switch – RESET, then ON
2. Ammeter and voltmeter – Check
3. GENERATOR 1 switch – OFF
4. GENERATOR 2 switch – RESET, then ON
5. Ammeter and voltmeter – Check
6. GENERATOR 2 switch – OFF

If voltage is out of normal range (> 30 V):

7. Generator overvoltage procedure – Perform (refer to para 3.6.1.a)

If voltage is in normal range:

8. Both GENERATOR switches – RESET, then ON

If one GEN caution light remains on:

9. Respective GENERATOR switch – OFF
10. GEN TRIP switch – Respective position (I or II), then release

If both GEN caution light remain on:

11. GEN TRIP switch – Position I and II, then release
12. PWR SELECT switch – OFF

Battery supplies **both flight essential busses.**

NOTE If, in addition, both main busses are necessary, both BUS-TIE switches can be set to NORM and PWR SELECT switch to BAT. Then the battery supplies **both flight essential busses and also both main busses.** In this case battery will be discharged at a high rate.

13. AMM SEL switch – BAT

Figure 2 to Paragraph (g)(2)(iii)

14. Ammeter and voltmeter – Monitor

15. LAND AS SOON AS PRACTICABLE

Residual Battery Endurance					
Continuous load [A]	15	20	25	30	40
Time [min]	60	45	35	30	22
NOTE Calculations are based on an assumed minimum battery capacity of 15 Ah. Times include 10 minutes landing light operation and 10 minutes radio transmission.					
WARNING TOTAL ELECTRICAL FAILURE WILL LIMIT FUEL AVAILABLE TO QUANTITY CONTAINED IN SUPPLY TANKS AT TIME OF FAILURE AND THUS RESIDUAL FLIGHT TIME.					

Figure 2 to Paragraph (g)(2)(iii) (continued)

3.6. **SYSTEM EMERGENCY/MALFUNCTION CONDITIONS**

3.6.1. **Electrical Short Circuit - Generator System I Cutoff**

Conditions/Indications

– Short circuit on main bus No. I or on feeder line between generator No. I and main bus No. I or between main bus No. I and battery relay

– Power supply is interrupted to main bus No. I and battery

– Power supply is guaranteed to main bus No. II, flight essential bus No. II and to non–essential bus by generator No. II and to flight – essential bus No. I by battery.

– **GEN I** caution light on

– **BAT DISCH** warning light

– **BUS-TIE** switch OFF

– Failure of equipment powered by affected busses

Procedure

1. GENERATOR I switch – OFF
2. GEN TRIP switch – Position I, then release
3. AMM SEL switch – BAT
4. Electrical consumption on No. I FLT ESS BUS – Reduce
5. Ammeter and voltmeter – Monitor
6. LAND AS SOON AS PRACTICABLE

NOTE One generator alone will provide sufficient power for normal services.

3.6.1.a **Generator overvoltage**

Conditions/Indications

– Voltmeter indication > 30 V

– **GEN I** or **GEN II** caution light on

Procedure

1. Generator with high voltage – OFF (not to be used again)
2. Other generator – RESET, then ON
3. Ammeter and voltmeter – Monitor
4. GEN TRIP switch – Position (I or II), then release
5. AMM SEL switch – Select normal generator
6. LAND AS SOON AS PRACTICABLE

NOTE One generator alone will provide sufficient power for normal services

Figure 3 to Paragraph (g)(2)(iii)

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Strategic Policy Rotorcraft Section, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (i)(1) of this AD. Information may be emailed to: 9-Denver-Aircraft-Cert@faa.gov or ronnea.l.derby.@faa.gov.

(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.

(i) Related Information

(1) For more information about this AD, contact Ronnea L. Derby, Aerospace Engineer, Denver ACO Branch, FAA, 26805 East 68th Ave., Room 214, Denver, CO 80249; telephone 303-342-1093; email ronnea.l.derby.@faa.gov.

(2) The subject of this AD is addressed in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2015-0098, dated June 2, 2015, and EASA AD 2015-0220, dated November 9, 2015. You may view the EASA ADs on the internet at https://www.regulations.gov in Docket No. FAA-2015-4497.

(3) The following documents, which are not incorporated by reference, contain additional information about the subject of this AD: Eurocopter Alert Service Bulletin ASB-BO 105-80-118, Revision 1, dated November 29, 1995; Eurocopter Information Notice 2370-I-24, Revision 0, dated November 15, 2011; Eurocopter Service Bulletin SB-BO105-80-119, dated November 7, 1994; and Eurocopter Service Bulletin SB BO105-90-104, Revision 1, dated June 21, 2010.

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

(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 5 U.S.C. 552(a) and 1 CFR part 51.

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

(i) Eurocopter Alert Service Bulletin ASB-MBB-BK117-90-118, Revision 2, dated May 4, 2009.

(ii) Eurocopter Alert Service Bulletin ASB BO105-90-103, Revision 4, dated June 21, 2010.

(iii) Eurocopter Flight Manual BK117 A-3 Temporary Revision 9, dated September 22, 2006.

(iv) Eurocopter Flight Manual BK117 A-4 Temporary Revision 5, dated September 22, 2006.

(v) Eurocopter Flight Manual BK117 B-1 Temporary Revision 6, dated September 22, 2006.

(vi) Eurocopter Flight Manual BK 117 B-2 Temporary Revision 1, dated September 22, 2006.

(vii) Eurocopter Flight Manual BK 117 C-1 Temporary Revision 2, dated September 22, 2006.

(3) For Eurocopter service information identified in this AD, contact Airbus Helicopters, 2701 N Forum Drive, Grand Prairie, TX 75052; telephone 972-641-0000 or 800-232-0323; fax 972-641-3775; or at https://www.airbus.com/helicopters/services/technical-support.html.

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call 817-222-5110.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at

NARA, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on February 19, 2021.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2021-05146 Filed 3-11-21; 8:45 am]

2021-05-08 Safran Helicopter Engines, S.A. (Type Certificate previously held by Turbomeca, S.A.): Amendment 39-21451; Docket No. FAA-2020-1118; Project Identifier MCAI-2020-00516-E.

(a) Effective Date

This airworthiness directive (AD) is effective April 15, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Safran Helicopter Engines, S.A. (Type Certificate previously held by Turbomeca, S.A.) Arriel 2C, 2C1, 2S1, and 2S2 model turboshaft engines.

(d) Subject

Joint Aircraft System Component (JASC) Code 7712, Engine BMEP/Torque Indicating.

(e) Unsafe Condition

This AD was prompted by investigations by the manufacturer following level 1 failures in flight (minor anomalies) and level 2 failures on the ground (minor failures), where cracks were found on the soldered joints of torque conformation boxes. The FAA is issuing this AD to prevent failure of the torque conformation box. The unsafe condition, if not addressed, could result in failure of the engine, in-flight shutdown, and loss of the helicopter.

(f) Compliance

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

(g) Required Actions

(1) For engines with the torque conformation box in pre-modification TU 34 configuration, installed on Arriel 2C and 2C1 model turboshaft engines; pre-modification TU 34 or post-modification TU 188 configuration, installed on Arriel 2S1 model turboshaft engines; or post-modification TU 188 configuration, installed on Arriel 2S2 model turboshaft engines:

(i) Within 600 engine hours (EHs) or 180 days after the effective date of this AD, whichever occurs first, perform an initial inspection of the resistance values of the torque conformation box.

Note 1 to paragraph (g)(1)(i): You may delay the initial inspection by up to 60 EHs to align with other scheduled maintenance tasks.

(ii) Thereafter, perform repetitive inspections of the resistance values of the torque conformation box before exceeding 600 EHs since the last inspection of the resistance values of the torque conformation box.

(2) Use the Accomplishment Instructions, paragraph 2.3.2 or 4.3.2, of Safran Helicopter Engines Mandatory Service Bulletin No. 292 72 2868, Version A, dated December 2018, to perform the inspections of the resistance values of the torque conformation box required by paragraph (g)(1) of this AD.

(3) If, during any inspection required by paragraph (g)(1) of this AD, a non-conforming resistance value is found, before further flight, remove the torque conformation box from service and replace it with a part eligible for installation.

(h) Definition

For the purpose of this AD, a "part eligible for installation" is a zero hour torque conformation box or a torque conformation box that has been inspected as required by paragraph (g)(1) of this AD.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, ECO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in Related Information. You may email your request to: ANE-AD-AMOC@faa.gov.

(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.

(j) Related Information

(1) For more information about this AD, contact Wego Wang, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238-7134; fax: (781) 238-7199; email: wego.wang@faa.gov.

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2019-0110, dated May 21, 2019, for more information. You may examine the EASA AD in the AD docket at https://www.regulations.gov by searching for and locating Docket No. FAA-2020-1118.

(k) 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 5 U.S.C. 552(a) and 1 CFR part 51.

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

(i) Safran Helicopter Engines Mandatory Service Bulletin No. 292 72 2868, Version A, dated December 2018.

(ii) [Reserved]

(3) For Safran Helicopter Engines service information identified in this AD, contact Safran Helicopter Engines, S.A., Avenue du 1er Mai, Tarnos, France; phone: +33 (0) 5 59 74 45 11.

(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 (781) 238-7759.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at

NARA, email: fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on February 19, 2021.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2021-05046 Filed 3-10-21; 8:45 am]

2021-05-09 Airbus Helicopters: Amendment 39-21452; Docket No. FAA-2020-1132; Project Identifier MCAI-2020-01386-R.

(a) Effective Date

This airworthiness directive (AD) is effective April 16, 2021.

(b) Affected ADs

This AD replaces AD 2018-15-02, Amendment 39-19334 (83 FR 34029, July 19, 2018) (AD 2018-15-02).

(c) Applicability

This AD applies to Airbus Helicopters Model AS350B, AS350B1, AS350B2, AS350B3, AS350BA, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2017-0020R1, dated May 22, 2019 (EASA AD 2017-0020R1).

(d) Subject

Joint Aircraft System Component (JASC) Code 6720, Tail Rotor Control System.

(e) Reason

This AD was prompted by a report of several cases of damaged tail rotor (TR) pitch rod ball joints. The FAA is issuing this AD to address damage to the elastomeric ball joint on the TR pitch change rod. This condition could result in failure of the TR pitch change rod and subsequent loss of control of the helicopter.

(f) Compliance

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

(g) New Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2017-0020R1.

(h) Exceptions to EASA AD 2017-0020R1

(1) Where EASA AD 2017-0020R1 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2017-0020R1 refers to February 9, 2017 (the effective date of EASA AD 2017-0020-E, dated February 9, 2017), this AD requires using August 3, 2018 (the effective date of AD 2018-15-02).

(3) The "Remarks" section of EASA AD 2017-0020R1 does not apply to this AD.

(4) Although the service information referenced in EASA AD 2017-0020R1 specifies to discard certain parts, this AD does not include that requirement.

(5) Where EASA AD 2017-0020R1 refers to flight hours (FH), this AD requires using hours time-in-service (TIS).

(6) Where paragraph (1) of EASA AD 2017-0020R1 specifies an initial compliance time of "Before exceeding 50 FH [flight hours] since the last inspection per ALS [airworthiness limitations] chapter 04-20-00, or within 10 FH or 7 days, whichever occurs first," for this AD, the initial compliance time is within 10 hours TIS.

(7) For the inspections specified in paragraph (1) of EASA AD 2017-0020R1: Accomplishing the actions specified in paragraphs (h)(7)(i) and (ii) of this AD before the effective date of this AD are acceptable for compliance with the inspections specified in in paragraph (1) of EASA AD 2017-0020R1. On or after the effective date of this AD, comply with the inspections as specified in paragraph (1) of EASA AD 2017-0020R1.

(i) Manually induce a flapping movement in the TR blade until the pitch change rod rotates a minimum of 10 degrees.

(ii) Inspect both faces of the blade side of the ball joint elastomer for debonding, extrusion, and cracks.

(8) Although the service information referenced in EASA AD 2017-0020R1 permits certain actions to be performed by a mechanical engineering technician or pilot, this AD requires that the actions be performed by a qualified mechanic.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, 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 (j) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@faa.gov.

(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.

(j) Related Information

For more information about this AD, contact Katherine Venegas, Aviation Safety Engineer, Cabin Safety, Mechanical and Environmental Systems Section, Los Angeles ACO Branch, FAA, 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: 562-627-5353; fax: 562-627-5210; email: Katherine.Venegas@faa.gov.

(k) 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 5 U.S.C. 552(a) and 1 CFR part 51.

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

(i) European Union Aviation Safety Agency (EASA) AD 2017-0020R1, dated May 22, 2019.

(ii) [Reserved]

(3) For EASA AD 2017-0020R1, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this EASA AD on the EASA website at https://ad.easa.europa.eu.

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call 817-222-5110. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2020-1132.

(5) You may view this material that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on February 19, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-05145 Filed 3-11-21; 8:45 am]

2021-05-22 Safran Helicopter Engines, S.A. (Type Certificate previously held by Turbomeca, S.A.): Amendment 39-21466; Docket No. FAA-2021-0132; Project Identifier MCAI-2020-00947-E.

(a) Effective Date

This airworthiness directive (AD) is effective March 22, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Safran Helicopter Engines (Type Certificate previously held by Turbomeca, S.A.):

(1) Arriel 1B, Arriel 1C, Arriel 1C2, and Arriel 1D1 model turboshaft engines with a Stage 2 HPT disk part number (P/N) 0292250400 and serial number (S/N) J915AD, J918AD, J919AD, J921AD, J923AD, J924AD, J926AD or J927AD, installed; and

(2) Astazou XIV B and Astazou XIV H model turboshaft engines with a Stage 3 turbine wheel P/N 0256257050 and S/N J276AD, J278AD, J279AD, J281AD, J282AD, J283AD or J287AD, installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 7250, Turbine Section.

(e) Unsafe Condition

This AD was prompted by the detection of positive segregation (freckles) on Stage 2 high-pressure turbine (HPT) disks and Stage 3 turbine wheels manufactured from a certain block of material. The FAA is issuing this AD to prevent failure of the HPT disk. The unsafe condition, if not addressed, could result in failure of the Stage 2 HPT disk and Stage 3 turbine wheels, uncontained release of these parts, damage to the helicopter, and reduced control of the helicopter.

(f) Compliance

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

(g) Required Actions

(1) For affected Safran Helicopter Engines Arriel 1B, Arriel 1C, Arriel 1C2 and Arriel 1D1 model turboshaft engines, within 25 flight hours (FHs) after the effective date of this AD, remove from service the Stage 2 HPT disk and replace with a part that is eligible for installation.

(2) For affected Safran Helicopter Engines Astazou XIV B and Astazou XIV H model turboshaft engines, within 25 FHs after the effective date of this AD, remove from service the Stage 3 turbine wheel and replace with a part that is eligible for installation.

(h) Definitions

(1) For the purpose of this AD, a part eligible for installation on Safran Helicopter Engines Arriel 1B, Arriel 1C, Arriel 1C2, and Arriel 1D1 model turboshaft engines is a Stage 2 HPT disk that does not have P/N 0292250400 and S/N J915AD, J918AD, J919AD, J921AD, J923AD, J924AD, J926AD or J927AD.

(2) For the purpose of this AD, a part that is eligible for installation on Safran Helicopter Engines Astazou XIV B and Astazou XIV H model turboshaft engines is a Stage 3 turbine wheel that does not have P/N 0265257050 and S/N J276AD, J278AD, J279AD, J281AD, J282AD, J283AD, or J287AD.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, ECO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ECO Branch, send it to the attention of the person identified in Related Information. You may email your request to: ANE-AD-AMOC@faa.gov.

(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.

(j) Related Information

(1) For more information about this AD, contact Wego Wang, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238-7134; fax: (781) 238-7199; email: wego.wang@faa.gov.

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2020-0151-E, dated July 9, 2020, and EASA AD 2020-0161-E, dated July 17, 2020, for more information. You may examine the EASA ADs in the AD docket at https://www.regulations.gov by searching for and locating Docket No. FAA-2021-0132.

(k) Material Incorporated by Reference

None.

Issued on February 26, 2021.

Gaetano A. Sciortino,

Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-04454 Filed 3-4-21; 8:45 am]