

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

**SMALL AIRPLANES, ROTORCRAFT, GLIDERS,
BALLOONS, & AIRSHIPS**

BIWEEKLY 2021-08

3/29/2021 - 4/11/2021



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

CHANGE OF ADDRESS NOTICE

Any change of address regarding the biweekly service must include the mailing label from a recent issue or your name and address printed exactly as they appear on the mailing label (including the computer number above the address).

Please allow one month for an address change.

MAIL YOUR ADDRESS CHANGE TO:

Superintendent of Documents
Government Printing Office
Mail List Branch SSOM
Washington, DC 20402

Telephone: (202) 512-1806
Facsimile: (202) 512-2250

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

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

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

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
Biweekly 2021-07			
2021-05-06		Airbus Helicopters	AS332C, AS332C1, AS332L, AS332L1, AS332L2, EC 155B, EC155B1, EC225LP, and SA330J
2021-05-13		Leonardo S.p.a.	AW189
2021-05-14		Air Tractor, Inc.	AT-250, AT-300, AT-301, AT-302, AT-400, AT-400A, AT-401, AT-401A, AT-401B, AT402, AT-402A, AT-402B, AT-501, AT-502, AT-502A, AT-502B, AT-503, AT-503A, AT-504, AT-602, AT-802, and AT-802A
2021-05-17	R 2019-12-09	Rockwell Collins, Inc.	Flight Display System Application FDSA-6500
2021-06-02		Airbus Helicopters	AS332L, AS332L1, AS332C, and AS332C1
2021-06-06	R 2021-05-52	Bell Textron Canada Limited	505
2021-07-05	R 2007-26-52	Leonardo S.p.a.	A109C, A109E, and A109K2
2021-07-08	R 97-26-02	Airbus Helicopters Deutschland GmbH	BO-105A, BO-105C, BO-105S, BO-105LS A-1, and BO-105LS A-3
Biweekly 2021-08			
2021-04-21		Airbus Helicopters	EC120B
2021-05-15	A 2019-09-03	Airbus Helicopters	AS332C, AS332C1, AS332L, and AS332L1
2021-05-19		Sikorsky Aircraft and Sikorsky Aircraft Corporation	S-61L, S-61N, S-61NM, and S-61R; S-61A, S-61D, S-61E, and S-61V
2021-05-21	R 2017-23-08	Leonardo S.p.a.	AB139 and AW139
2021-06-01		Pilatus Aircraft Ltd.	PC-24
2021-06-05	R 2017-07-08	Airbus Helicopters Deutschland GmbH	MBB-BK 117 D-2
2021-07-07		Airbus Helicopters	EC 155B and EC155B1
2021-07-12		Airbus Helicopters Deutschland GmbH	EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, and EC135T3
2021-07-13		Pacific Scientific Company	rotary buckle assembly
2021-07-15	R 82-20-05	Airbus Helicopters	AS350B, AS350B1, AS350B2, AS350B3, AS350BA, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP
2021-08-07		Rockwell Collins, Inc.	GPS-4000S



2021-04-21 Airbus Helicopters: Amendment 39-21443; Docket No. FAA-2020-1114; Project Identifier 2019-SW-058-AD.

(a) Effective Date

This airworthiness directive (AD) is effective May 7, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Helicopters Model EC120B helicopters, certificated in any category, having an affected part as defined in European Union Aviation Safety Agency (EASA) AD 2019-0139, dated June 12, 2019 (EASA AD 2019-0139).

(d) Subject

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

(e) Reason

This AD was prompted by a report of broken and bent attachment bolts of the main rotor (MR) hub scissors assembly. The FAA is issuing this AD to address broken and bent attachment bolts of the MR hub scissors assembly, which could lead to detachment of a MR hub scissors attachment bolt, possibly resulting in complete 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 2019-0139.

(h) Exceptions to EASA AD 2019-0139

(1) Where EASA AD 2019-0139 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2019-0139 refers to September 5, 2018 (the effective date of EASA AD 2018-0186, dated August 29, 2018), this AD requires using the effective date of this AD.

(3) The "Remarks" section of EASA AD 2019-0139 does not apply to this AD.

(4) Where EASA AD 2019-0139 refers to flight hours (FH), this AD requires using hours time-in-service.

(5) Paragraphs (3) and (4) of EASA AD 2019-0139 refer to “discrepancies.” For this AD, discrepancies include corrosion, fretting, wear, cracking, bolt play, and bolt tightening torque.

(6) Although the service information referenced in EASA AD 2019-0139 specifies to discard certain parts, this AD does not include that requirement.

(7) Where EASA AD 2019-0139 specifies to contact the manufacturer for repair instructions, repair using a method approved by the Manager, Strategic Policy Rotorcraft Section, FAA. For a repair method to be approved by the Manager, Strategic Policy Rotorcraft Section, as required by this paragraph, the Manager's approval letter must specifically refer to this AD.

(8) Paragraph (5) of EASA AD 2019-0139 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)(8)(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.

(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; 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 Union Aviation Safety Agency (EASA) AD 2019-0139, dated June 12, 2019.

(ii) [Reserved]

(3) For EASA AD 2019-0139, 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-2020-1114.

(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 11, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-06772 Filed 4-1-21; 8:45 am]



2021-05-15 Airbus Helicopters: Amendment 39-21458; Docket No. FAA-2020-0909; Project Identifier 2019-SW-118-AD.

(a) Effective Date

This airworthiness directive (AD) is effective May 7, 2021.

(b) Affected ADs

This AD affects AD 2019-09-03, Amendment 39-19637 (84 FR 22693, May 20, 2019) (AD 2019-09-03).

(c) Applicability

This AD applies to Airbus Helicopters Model AS332C, AS332C1, AS332L, and AS332L1 helicopters, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2019-0064R1, dated December 19, 2019 (EASA AD 2019-0064R1).

(d) Subject

Joint Aircraft System Component (JASC) Code 5200, Doors.

(e) Reason

This AD was prompted by a report that the cabin lateral sliding plug door failed its emergency jettisoning test; subsequent investigation revealed that the jettison handle cable interfered with the cable clamps. The FAA is issuing this AD to address this condition, which could lead to jamming of the door jettisoning mechanism, preventing the jettisoning of the affected door in an emergency situation, and possibly obstructing occupant evacuation.

(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, paragraph (3) or (4) of EASA AD 2019-0064R1.

(h) Exceptions to EASA AD 2019-0064R1

(1) Where EASA AD 2019-0064R1 refers to April 10, 2019 (the effective date of EASA AD 2019-0064, dated March 27, 2019), this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2019-0064R1 does not apply to this AD.

(3) If the modification specified in paragraph (4) of EASA AD 2019-0064R1 is done, it must be done at the compliance time specified in paragraph (3) of EASA AD 2019-0064R1.

(4) Although the service information referenced in EASA AD 2019-0064R1 specifies to discard or scrap certain parts, this AD does not include that requirement.

(5) Where paragraph (3) of EASA AD 2019-0064R1 specifies to do a modification “in accordance with the instructions of section 3 of the modification ASB” this AD excludes paragraph 3.B.5. of “the modification ASB.”

(6) Where paragraph (4) of EASA AD 2019-0064R1 refers to “Eurocopter AS 322 SB No. 52.00.28,” for this AD use “Eurocopter AS 332 SB No. 52.00.28.”

(i) Terminating Action for AD 2019-09-03

Accomplishing the actions required by this AD terminates all requirements of AD 2019-09-03.

(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 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; telephone 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 2019-0064R1, dated December 19, 2019.

(ii) [Reserved]

(3) For EASA AD 2019-0064R1, 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-2020-0909.

(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 25, 2021.

Gaetano A. Sciortino,

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

[FR Doc. 2021-06780 Filed 4-1-21; 8:45 am]



2021-05-19 Sikorsky Aircraft and Sikorsky Aircraft Corporation: Amendment 39-21462; Docket No. FAA-2020-0920; Project Identifier AD-2020-00662-R.

(a) Effective Date

This airworthiness directive (AD) is effective May 7, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Sikorsky Aircraft Model S-61L, S-61N, S-61NM, and S-61R helicopters and Sikorsky Aircraft Corporation Model S-61A, S-61D, S-61E, and S-61V helicopters, certificated in any category including restricted, with an arm assembly part number S6140-62614-009, installed.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by the manufacturer determining that there may be arm assemblies in service with 15,000 or more hours time-in-service (TIS), which exceeds the life limit for this component. The FAA is issuing this AD to prevent reduced or loss of tail rotor control. This unsafe condition, if not addressed, could result in reduced control of the helicopter.

(f) Compliance

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

(g) Required Action

(1) Within 90 days after the effective date of this AD, review the mixer unit component log card or equivalent record to determine if the affected arm assembly is entered with the appropriate 15,000 hours TIS life limit.

(2) If the affected arm assembly is not included on the mixer unit component log card or equivalent record, within 90 days after the effective date of this AD, add the arm assembly entry to the mixer unit component log card or equivalent record and determine the remaining life of the arm assembly using the Accomplishment Instructions, Section 3.A.(3) of Sikorsky S-61 Helicopter Alert Service Bulletin (ASB) 61B40-11, Basic Issue, dated March 2, 2020 (the ASB).

(3) If, based on the review required by paragraphs (g)(1) and (2) of this AD, the arm assembly has accumulated 15,000 or more hours TIS, before further flight, remove the arm assembly from

service. If the hours TIS for the affected arm assembly cannot be determined, before further flight, remove the affected arm assembly from service.

(4) For arm assemblies that have not accumulated 15,000 or more hours TIS, thereafter, continue to determine the remaining life of the arm assembly and remove the arm assembly from service before it accumulates 15,000 hours TIS.

(h) Credit for Previous Actions

You may take credit for adding the arm assembly entry to the mixer unit component log card or equivalent record and determining the remaining life of the arm assembly required by paragraphs (g)(1) and (2) of this AD if you performed these actions before the effective date of this AD using Sikorsky S-61 Helicopter ASB 61B General-1, Revision AA, dated February 24, 2020.

(i) Special Flight Permit

Special flight permits, as described in Section 21.197 and Section 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199), are subject to the requirements of paragraph (g)(3) of this AD. Operators who are prohibited from further flight due to exceeding the life limit in paragraph (g)(3) of this AD, may only perform a maintenance check or a one-time ferry flight to a location where the affected arm assembly can be removed from service. This ferry flight must be performed with only essential flight crew.

(j) 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 (k) 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.

(k) Related Information

For more information about this AD, contact Isabel Saltzman, Aerospace Engineer, Boston ACO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238-7649; email: Isabel.l.saltzman@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 the AD specifies otherwise.

(i) Sikorsky S-61 Helicopter Alert Service Bulletin 61B40-11, Basic Issue, dated March 2, 2020.

(ii) [Reserved]

(3) For service information identified in this AD, contact your local Sikorsky Field Representative or Sikorsky's Service Engineering Group at Sikorsky Aircraft Corporation, Mailstop K100, 124 Quarry Road, Trumbull, CT 06611; telephone 1-800-946-4337 (1-800-Winged-S); email wcs_cust_service_eng.gr-sik@lmco.com. Operators may also log on to the Sikorsky 360 website at <https://www.sikorsky360.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 March 1, 2021.

Ross Landes,
Deputy Director for Regulatory Operations, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-06779 Filed 4-1-21; 8:45 am]



FAA
Aviation Safety

AIRWORTHINESS DIRECTIVE

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

2021-05-21 Leonardo S.p.a. (Type Certificate Previously Held by Agusta S.p.A.): Amendment 39-21464; Docket No. FAA-2020-0797; Product Identifier 2018-SW-081-AD.

(a) Applicability

This airworthiness directive (AD) applies to Leonardo S.p.a. Model AB139 and AW139 helicopters, certified in any category, with main rotor (M/R) rotating scissors with a lower half scissor spherical bearing (bearing) P/N 3G6230V00654 installed.

(b) Unsafe Condition

This AD defines the unsafe condition as excessive play of the bearing in the M/R rotating scissors. This condition could result in failure of the M/R rotating scissor bearing and loss of helicopter control.

(c) Affected ADs

This AD replaces AD 2017-23-08, Amendment 39-19102; (82 FR 55752, November 24, 2017) (AD 2017-23-08).

(d) Effective Date

This AD becomes effective May 7, 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 Actions

(1) Within 5 hours time-in-service (TIS) after December 11, 2017 (the effective date of AD 2017-23-08), and thereafter before the first flight of each day or at intervals not exceeding 24-clock hours, whichever occurs later:

(i) Using a magnifying glass and a flashlight, visually inspect each bearing for wear of the bearing liner. Some examples of wear are shown in Figures 4 through 8 of Leonardo Helicopters Alert Bollettino Tecnico No. 139-392, Revision A, dated February 14, 2017 (BT 139-392). If there is any wear of the liner, before further flight, replace the bearing with bearing P/N 3G6230V00655 and install special nut P/N 3G6230A06851. Replacing the bearing with bearing P/N 3G6230V00655 constitutes terminating action for the remaining actions of this AD for the bearing.

(ii) Inspect each bearing for movement. Refer to Figure 9 of BT 139-392. If the bearing moves freely out of its seat, before further flight, replace the rotating scissor attachment flange with flange P/N 3G6220A00633, replace the bearing with bearing P/N 3G6230V00655 and install special nut

P/N 3G6230A06851. Replacing the bearing with bearing P/N 3G6230V00655 constitutes terminating action for the remaining actions of this AD for the bearing.

(iii) Inspect the M/R rotating scissors for play and wear of each bearing, paying particular attention to the bearing staking condition, by manually moving the lower half scissor along the axis of the spherical bearing. Refer to Figure 1 of BT 139-392. If there is any play or wear beyond allowable limits, before further flight, replace the bearing with bearing P/N 3G6230V00655 and install special nut P/N 3G6230A06851. Replacing the bearing with bearing P/N 3G6230V00655 constitutes terminating action for the remaining actions of this AD for the bearing.

(2) Within 100 hours TIS after the effective date of this AD, replace and torque each lower half scissor nut with special nut P/N 3G6230A06851 to the M/R rotating scissor in accordance with the Compliance Instructions, Part II, steps 5.1 through 5.9 of BT 139-392, except you are not required to discard parts.

(3) Within 100 hours TIS after the effective date of this AD, remove each bearing P/N 3G6230V00654 from service and replace with bearing P/N 3G230V00655.

(4) After December 11, 2017 (the effective date of AD 2017-23-08), do not install on any helicopter any M/R rotating scissors with a bearing P/N 3G6230V00654 installed.

(g) 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 the attention of: Matt Fuller, AD Program Manager, Operational Safety Branch, Airworthiness Products Section, General Aviation and Rotorcraft Unit, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5110; email 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.

(h) Additional Information

(1) 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>.

(2) The subject of this AD is addressed in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD No. 2017-0028-E, dated February 15, 2017. You may view the EASA AD on the internet at <https://www.regulations.gov> in the AD Docket.

(i) Subject

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

(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) Leonardo Helicopters Alert Bollettino Tecnico No. 139-392, Revision A, dated February 14, 2017.

(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 26, 2021.

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

[FR Doc. 2021-06773 Filed 4-1-21; 8:45 am]



2021-06-01 Pilatus Aircraft Ltd.: Amendment 39-21467; Docket No. FAA-2020-0917; Project Identifier MCAI-2020-00606-A.

(a) Effective Date

This airworthiness directive (AD) is effective May 4, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pilatus Aircraft Ltd. Model PC-24 airplanes, all serial numbers, certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 24, Electrical Power.

(e) Reason

This AD was prompted by a report that electronic circuit breakers (ECBs) were found in a locked state after maintenance, but before flight. ECBs were turned off prior to maintenance and then not reset properly after maintenance was complete. The FAA is issuing this AD to prevent improperly set ECBs, which if not detected, could lead to loss of power supply to equipment without indication to the flightcrew before take-off.

(f) Compliance

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

(g) Revision of the Airplane Flight Manual (AFM)

Within 30 days after the effective date of this AD, revise Section 4 of the existing AFM for your airplane by replacing the information as specified in [Pilatus] PC-24 Temporary Revision 02371-016 to PC-24 Airplane Flight Manual, PC24-A-A15-99-0031-00A-0030A-A, dated November 1, 2019 (PC-24 TR 02371-016). Using a different document with information identical to that contained in PC-24 TR 02371-016 is acceptable for compliance with the requirements of this paragraph.

(h) Alternative Methods of Compliance (AMOCs)

The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to: Doug

Rudolph, Aviation Safety Engineer, FAA, General Aviation & Rotorcraft Section, International Validation Branch, 901 Locust Street, Room 301, Kansas City, MO 64106; phone: (816) 329-4059; fax: (816) 329-4090; email: doug.rudolph@faa.gov. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. 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 Doug Rudolph, Aviation Safety Engineer, FAA, General Aviation & Rotorcraft Section, International Validation Branch, 901 Locust Street, Room 301, Kansas City, MO 64106; phone: (816) 329-4059; fax: (816) 329-4090; email: doug.rudolph@faa.gov.

(2) Refer to European Union Aviation Safety Agency (EASA) AD No. 2020-0096, dated April 29, 2020, 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-2020-0917.

(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) [Pilatus] PC-24 Temporary Revision 02371-016 to PC-24 Airplane Flight Manual, PC24-A-A15-99-0031-00A-0030A-A, dated November 1, 2019.

(ii) [Reserved]

(3) For Pilatus service information identified in this AD, contact Pilatus Aircraft Ltd., Customer Technical Support (MCC), P.O. Box 992, CH-6371 Stans, Switzerland; phone: +41 (0)41 619 67 74; fax: +41 (0)41 619 67 73; email: techsupport.ch@pilatus-aircraft.com; website: <https://www.pilatus-aircraft.com>.

(4) You may view this service information at FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust Street, Kansas City, MO. For information on the availability of this material at the FAA, call 7(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 March 1, 2021.

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

[FR Doc. 2021-06514 Filed 3-29-21; 8:45 am]



2021-06-05 Airbus Helicopters Deutschland GmbH: Amendment 39-21472; Docket No. FAA-2020-0801; Product Identifier 2019-SW-101-AD.

(a) Applicability

This airworthiness directive (AD) applies to Airbus Helicopters Deutschland GmbH Model MBB-BK 117 D-2 helicopters, certificated in any category, with an engine mount elastomeric bushing (elastomeric bushing) part number (P/N) 105-60386 or an engine mount metal bushing (metal bushing) P/N B712M10X1001 installed.

(b) Unsafe Condition

This AD defines the unsafe condition as a delaminated elastomeric bushing. This condition could result in excessive vibration, which could lead to cracking and failure of the engine mount front support pins, and loss of helicopter control.

(c) Affected ADs

This AD replaces AD 2017-07-08, Amendment 39-18846 (82 FR 16895, April 7, 2017).

(d) Effective Date

This AD becomes effective May 7, 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 Actions

(1) For helicopters with an elastomeric bushing P/N 105-60386 installed, within 50 hours time-in-service (TIS) and thereafter at intervals not to exceed 50 hours TIS:

(i) Visually inspect each elastomeric bushing for separation of the rubber from the metal or missing rubber by following Section 3.B.2 of Airbus Helicopters Alert Service Bulletin (ASB) MBB-BK117 D-2-71A-002, Revision 1, dated December 14, 2018.

(ii) If any rubber has separated from the metal or if there is missing rubber, before further flight, inspect the elastomeric bushing for deformation, corrosion, and mechanical damage.

(A) Replace the elastomeric bushing with an airworthy engine mount bushing if there is any deformation, separation of the rubber from the metal, corrosion, or mechanical damage, or repair the elastomeric bushing if the deformation, separation of the rubber, corrosion, or mechanical damage is within the maximum repair damage limitations.

(B) If the inner and outer parts of the elastomeric bushing are separated with missing rubber, before further flight, replace the elastomeric bushing with an airworthy engine mount bushing.

(2) For helicopters with a metal bushing P/N B712M10X1001 installed, within 100 hours TIS, and thereafter every 100 hours TIS, visually inspect the metal bushing of the inner and outer forward trusses for gapping between the inner and outer truss, contact marks on the inner and outer engine mount bushings, and worn out metal mesh.

(i) If there is gapping between the inner and outer truss less than 1mm, within 50 hours TIS, replace the metal bushing with an airworthy engine mount bushing.

(ii) If there is gapping between the inner and outer truss of 1mm or greater than 1mm, contact marks on the inner or outer engine mount bushings, or worn out metal mesh, before further flight, replace the metal bushing with an airworthy engine mount bushing.

(3) For helicopters with an elastomeric bushing P/N 105-60386 installed, within 300 hours TIS, replace each elastomeric bushing P/N 105-60386 with metal bushing P/N B712M10X1001.

(4) Performing the actions required by paragraph (f)(3) of this AD constitutes a terminating action for the repetitive inspections required by paragraph (f)(1) of this AD.

(5) As of the effective date of this AD, do not install elastomeric bushing P/N 105-60386 on any helicopter.

(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Matt Fuller, AD Program Manager, General Aviation & Rotorcraft Unit, Airworthiness Products Section, Operational Safety Branch, 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

(1) Airbus Helicopters ASB MBB-BK117 D-2-71A-011, Revision 0, dated October 16, 2019, and Airbus Helicopters AMM BK117 C2C2e, dated August 7, 2018, which are not incorporated by reference, contain additional information about the subject of this AD. This service information is available at the addresses specified in paragraphs (j)(3) and (4) of this AD.

(2) The subject of this AD is addressed in European Union Aviation Safety Agency (EASA) 2019-0275, dated November 7, 2019. You may view the EASA AD on the internet at <https://www.regulations.gov> in Docket No. FAA-2020-0801.

(i) Subject

Joint Aircraft Service Component (JASC) Code: 7200, Engine (Turbine, Turboprop).

(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 MBB-BK117 D-2-71A-002, Revision 1, dated December 14, 2018.

(ii) [Reserved]

(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 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 March 5, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-06771 Filed 4-1-21; 8:45 am]



2021-07-07 Airbus Helicopters: Amendment 39-21484; Docket No. FAA-2020-1119; Project Identifier 2019-SW-089-AD.

(a) Effective Date

This airworthiness directive (AD) is effective May 10, 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 6700, Rotorcraft flight control.

(e) Reason

This AD was prompted by a report of mechanical deformation of the protective cover of the “SHEAR” control pushbutton on the copilot collective stick. The FAA is issuing this AD to address mechanical deformation of the protective cover of the “SHEAR” control pushbutton on the copilot collective stick, which could lead to un-commanded shearing of the hoist cable and possible injury to hoisted person(s).

(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 2019-0246, dated October 1, 2019 (EASA AD 2019-0246).

(h) Exceptions to EASA AD 2019-0246

(1) Where EASA AD 2019-0246 refers to its effective date, this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2019-0246 does not apply to this AD.

(3) Where the service information referenced in EASA AD 2019-0246 specifies to use tooling, equivalent tooling may be used.

(4) Where paragraph (1) of EASA AD 2019-0246 refers to a table for the compliance time for the modification, for this AD, the compliance time for the modification is before the first hoist operation done after the effective date of this AD but no later than 3 months after the effective date of this AD.

(5) Although the service information referenced in EASA 2019-0246 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 the helicopter is not used for hoist operations and no passengers are onboard.

(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 Katherine Venegas, Aviation Safety Engineer, Los Angeles ACO, FAA, 3960 Paramount Blvd., Lakewood, CA 90712; phone: 562-627-5353; email: katherine.venegas@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 2019-0246, dated October 1, 2019.

(ii) [Reserved]

(3) For EASA AD 2019-0246, dated October 1, 2019, 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-2020-1119.

(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 March 19, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-06867 Filed 4-2-21; 8:45 am]



FAA
Aviation Safety

AIRWORTHINESS DIRECTIVE

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

2021-07-12 Airbus Helicopters Deutschland GmbH: Amendment 39-21489; Docket No. FAA-2020-1173 Project Identifier MCAI-2020-00299-R.

(a) Effective Date

This airworthiness directive (AD) is effective May 11, 2021.

(b) Affected Airworthiness Directives (ADs)

None.

(c) Applicability

This AD applies to Airbus Helicopters Deutschland GmbH Model EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, and EC135T3 helicopters, certificated in any category, with autopilot installed, having serial numbers (S/Ns) up to 1263 inclusive, 1265, and 2001 up to 2024 inclusive, but excluding S/N 2006, 2008, 2013, 2017, 2019, 2020, and 2022.

Note 1 to Paragraph (c): Helicopters with an EC135P3H or EC135T3H designation are Model EC135P3 or EC135T3 helicopters, respectively.

(d) Subject

Joint Aircraft System Component (JASC) Code: 6700, Rotorcraft Flight Control.

(e) Reason

This AD was prompted by a reassessment of the flight control system, which revealed that uncommanded disengagement of the main rotor trim actuators during flight with the autopilot engaged and hands-off controls could result in high roll and pitch rates requiring pilot intervention within a reaction time below that required by current airworthiness standards. The FAA is issuing this AD to require installing a cyclic stick weight compensation modification to correct this unsafe condition, which if not corrected, could result in 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 2018-0063, dated March 22, 2018 (EASA AD 2018-0063).

(h) Exceptions to EASA AD 2018-0063

(1) Where EASA AD 2018-0063 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2018-0063 requires modifying the helicopter within 7 months, this AD requires modifying the helicopter within 200 hours time-in-service.

(3) Although the service information referenced in EASA AD 2018-0063 specifies to discard certain parts, this AD requires removing those parts from service instead.

(4) The “Remarks” section of EASA AD 2018-0063 does not apply to this AD.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2018-0063 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(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 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.

(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 Aviation Safety Agency (EASA) AD 2018-0063, dated March 22, 2018.

(ii) [Reserved]

(3) For EASA AD 2018-0063, 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-2020-1173.

(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 March 24, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-06980 Filed 4-5-21; 8:45 am]



2021-07-13 Pacific Scientific Company: Amendment 39-21490; Docket No. FAA-2013-0752; Product Identifier 2009-SW-44-AD.

(a) Applicability

This airworthiness directive (AD) applies to Pacific Scientific Company rotary buckle assembly (buckle), part numbers (P/Ns) 1111430 and 1111475, all dash numbers. These buckles may be installed on but not limited to Bombardier Inc., Learjet Inc., Mitsubishi Heavy Industries, Ltd., Textron Aviation, Inc. (Type Certificate (TC) previously held by Cessna Aircraft Company), and Viking Air Limited (TC previously held by de Havilland, Inc.) model airplanes and Airbus Helicopters (TC previously held by Eurocopter France) model helicopters, certificated in any category.

Note 1 to paragraph (a): The rotary buckle may be included as a component of a different part-numbered restraint system assembly. Pacific Scientific Service Bulletin SB 25-1111432, dated May 22, 2007 (SB 25-1111432), Appendix 1, includes a list of these restraint system P/Ns.

(b) Unsafe Condition

This AD defines the unsafe condition as a cracked rotary buckle handle, which could prevent a strap from releasing as intended when the buckle is rotated.

(c) Effective Date

This AD becomes effective May 11, 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 6 months, inspect the buckle handle for a crack. If the buckle handle is cracked, before further flight, remove the buckle as depicted in Figure 5 and by following the Procedures, paragraph 9, of SB 25-1111432, and replace it with an airworthy buckle, except you are not required to return the removed buckle to Pacific Scientific.

(2) Within 12 months, measure the thickness of the buckle handle vane as depicted in Figure 3 of SB 25-1111432. If the handle vane thickness is 0.125 inch or greater, before further flight, remove the buckle from service and replace it with an airworthy buckle.

(3) As of the effective date of this AD, do not install a buckle or a restraint system with a buckle, P/N 1111430 or 1111475, all dash numbers, with a handle vane thickness of 0.125 inch or greater on any airplane or helicopter.

(f) 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.

(g) Additional Information

The subject of this AD is addressed in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2007-0256, dated September 19, 2007. You may view the EASA AD on the internet at <https://www.regulations.gov> in Docket No. FAA-2013-0752.

(h) Subject

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

(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) Pacific Scientific Service Bulletin SB 25-1111432, dated May 22, 2007.

(ii) [Reserved]

(3) For service information identified in this AD, contact Meggitt Services, 1785 Voyager Ave., Simi Valley, CA 93063, telephone 877-666-0712 or at CustomerResponse@meggitt.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 March 25, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-06979 Filed 4-5-21; 8:45 am]



2021-07-15 Airbus Helicopters: Amendment 39-21492; Docket No. FAA-2020-0912; Product Identifier 2015-SW-071-AD.

(a) Applicability

This airworthiness directive (AD) applies to Airbus Helicopters Model AS350B, AS350B1, AS350B2, AS350B3, AS350BA, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters, certificated in any category, with a tail rotor (TR) drive shaft bearing (bearing) part number (P/N) 593404, 6007-2RS1MT47CA, P9107NPP7, 83A851BC3, or 83A851B-1C3, or manufacturer part number (MP/N) 704A33-651-010, 704A33-651-111, 704A33-651-143, or 704A33-651-181, installed.

(b) Unsafe Condition

This AD defines the unsafe condition as failure or seizure of a TR bearing, which if not corrected could result in loss of the TR drive and subsequent loss of control of the helicopter.

(c) Affected ADs

This AD replaces AD 82-20-05, Amendment 39-4466 (47 FR 43018, September 30, 1982).

(d) Effective Date

This AD becomes effective May 7, 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 Actions

(1) For helicopters with TR bearing P/N 593404 or MP/N 704A33-651-181 installed, within 100 hours time-in-service (TIS) and thereafter at intervals not to exceed 165 hours TIS:

(i) Inspect each bearing holder damper bushing for wear, a crack, tears, and play between each bushing and support plate. If there is any wear, a crack, tears, or play between the bushing and support plate, remove the bearing holder damper bushing from service.

(ii) Inspect each bearing holder for a crack, fretting, and corrosion around the attachment holes. If there is a crack, fretting, or corrosion, remove the bearing holder from service.

(iii) Inspect each rubber sleeve for rotation, crazing, play between the inner races and the rubber sleeve, and lack of integrity of the elastomer. For the purposes of this inspection, lack of integrity may be indicated by brittle or cracked rubber. If there is any rotation, crazing, play between the inner races and the rubber sleeve, or lack of integrity of the elastomer, remove the rubber sleeve from service.

(2) Within 100 hours TIS:

(i) Make a mark with white paint on the rubber sleeves and on the shaft.

(ii) For helicopters with TR shaft bearing P/N 6007-2RS1MT47CA, P9107NPP7, 83A851BC3, or 83A851B-1C3, or MP/N 704A33-651-010, 704A33-651-111, or 704A33-651-143 installed, remove the affected bearings from service and replace with bearing P/N 593404 or MP/N 704A33-651-181.

(3) After the effective date of this AD, do not install bearing P/N 6007-2RS1MT47CA, P9107NPP7, 83A851BC3, or 83A851B-1C3, or MP/N 704A33-651-010, 704A33-651-111, or 704A33-651-143 on any helicopter.

(g) 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: Bang Nguyen, Aerospace Engineer, Structures Certification Section, Fort Worth ACO Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5110; 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.

(h) Additional Information

(1) Airbus Helicopters Alert Service Bulletin (ASB) No. AS355-01.00.57, Revision 2, dated January 19, 2016, and Airbus Helicopter ASB No. AS350-01.00.70, Revision 1, dated September 21, 2015, which are not incorporated by reference, contain additional information about the subject of this AD. 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>. 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.

(2) The subject of this AD is addressed in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2015-0195, dated September 23, 2015. You may view the EASA AD on the internet at <https://www.regulations.gov> in Docket FAA-2020-0912.

(i) Subject

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

Issued on March 25, 2021.

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

[FR Doc. 2021-06783 Filed 4-1-21; 8:45 am]



2021-08-07 Rockwell Collins, Inc.: Amendment 39-21501; Docket No. FAA-2020-0915; Project Identifier AD-2020-00661-Q.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Rockwell Collins, Inc. GPS-4000S Global Positioning System (GPS) part number (P/N) 822-2189-100 installed on airplanes, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 3400, NAVIGATION SYSTEM.

(e) Unsafe Condition

This AD was prompted by an un-announced GPS vertical error that could result in a hazardously misleading localizer performance vertical (LPV) glidepath. The FAA is issuing this AD to prevent a misleading GPS position on an LPV approach. The unsafe condition, if not addressed, could result in a misleading GPS position on an LPV approach resulting in controlled flight into terrain.

(f) Compliance

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

(g) Actions

(1) Within 24 months replace each GPS-4000S GPS P/N 822-2189-100 with a GPS that does not have P/N 822-2189-100.

(2) As of 24 months after the effective date of this AD, do not install GPS-4000S GPS P/N 822-2189-100 on any airplane.

(h) 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 Related Information.

(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 Paul Rau, Aviation Safety Engineer, Wichita ACO Branch, FAA, 1801 Airport Road, Wichita, KS 67209; phone: (316) 946-4149; fax: (316) 946-4107; email: paul.rau@faa.gov or Wichita-COS@faa.gov.

(2) Rockwell Collins Service Information Letter GPS-4X00()-19-3, Revision No. 2, dated March 25, 2020; and Rockwell Collins Service Bulletin GPS-4X00()-34-510, Revision No. 1, dated March 6, 2020, contain information related to this AD. For this service information, you may contact Rockwell Collins, Inc., at 400 Collins Road NE, Cedar Rapids, IA 52498; phone: (319) 295-5000; email: customersupport@rockwellcollins.com; website: www.rockwellcollins.com.

Issued on March 30, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-07015 Filed 4-6-21; 8:45 am]