FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

SMALL AIRPLANES, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2021-13

6/7/2021 - 6/20/2021

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
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
Biweekly 2021-09			
2021-07-16		Leonardo S.p.a.	AB412
2021-08-06	R 97-06-10	Textron Aviation Inc.	76
2021-08-15		Garmin International	GMN-00962 GTS
2021-08-18	R 2021-04-16	Sikorsky Aircraft Corporation	S-92A
2021-09-02	R 2021-04-07	Piper Aircraft, Inc.	PA-46-350P (Malibu Mirage), PA-46R-350T (Malibu Matrix), and PA-46-500TP (Malibu Meridian)
2021-09-04		Austro Engine GmbH	E4 and E4P
2021-09-07	R 2019-17-02	Airbus Helicopters Deutschland GmbH	EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, and EC135T3
2021-09-09		Uninsured United Parachute Technologies, LLC	Vector 3 SE

AD No.	Information	Manufacturer	Applicability

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Biweekly 2021-10

2021-08-05		Airbus Helicopters	SA341G and SA342J
2021-08-16		PZL Swidnik S.A.	W-3A
2021-08-17		Airbus Helicopters	AS332L2
2021-09-05	R 2016-08-20	Airbus Helicopters	EC130B4 and EC130T2
2021-10-08		Bell Textron Canada Limited	206L, 206L-1, 206L-3, and 206L-4

Biweekly 2021-11

2021-08-02		Safran Helicopter Engines, S.A.	Arriel 2D and Arriel 2E
2021-09-14	R 2010-16-51	Airbus Helicopters	SA330J
2021-10-01		Leonardo S.p.a.	AW169
2021-10-03	R 2019-03-12	Airbus Helicopters	EC225LP
2021-10-10		Airbus Helicopters	SA330J
2021-10-14	A 2016-25-14	Airbus Helicopters Deutschland GmbH	BO-105A, BO-105C, BO-105S, and BO-105LS A-3
2021-10-24	R 2015-25-04	Leonardo S.p.a.	A109A and A109A II

Biweekly 2021-12

2021-10-15		Airbus Helicopters Deutschland GmbH	MBB-BK 117 C-2; MBB-BK 117 D-2
2021-10-16		Carson Helicopters, Inc. Croman Corporation Sikorsky Aircraft Corporation Siller Helicopters	S-61L; SH-3H; S-61A, S-61D, S-61E, and S-61V; CH-3E; SH-3A
2021-10-17		Mooney International Corporation	M20V
2021-10-18		Airbus Helicopters Deutschland GmbH	MBB-BK117 D-2
2021-10-21	R 2019-07-07	Airbus Helicopters Deutschland GmbH	BO-105A, BO-105C, BO-105S, BO105LS A-3, MBB-BK 117A-1, MBB-BK 117A-3, MBB-BK 117A-4, MBB-BK 117B-1, MBB-BK 117B-2, MBB-BK 117C-1, MBB-BK 117C-2, and MBB-BK 117D-2
2021-10-23		Airbus Helicopters Deutschland GmbH	MBB-BK 117 D-2
2021-10-25		Airbus Helicopters	EC130B4 and EC130T2

Biweekly 2021-13

2021-10-28		Pilatus Aircraft Ltd.	PC-24
2021-11-01	R 2013-20-13	Bell Textron Canada Limited	206B and 206L
2021-11-03		Airbus Helicopters	EC 155B, EC155B1, SA-365N, SA-365N1, AS-365N2, and AS 365 N3
2021-11-05		Airbus Helicopters	EC225LP
2021-11-08	R 2014-25-04	Pilatus Aircraft Ltd.	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
2021-11-09		Airbus Helicopters Deutschland GmbH	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
2021-11-12		Pilatus Aircraft Ltd.	PC-24
2021-11-13		Bell Textron Canada Limited	429
2021-11-14		Leonardo S.p.a.	AW169
2021-11-16	R 79-01-03 R 83-20-03	Piper Aircraft, Inc.	PA-36-285, PA-36-300, and PA-36-375
2021-11-17		Airbus Helicopters Deutschland GmbH	EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, and EC135T3
2021-11-19		Bell Textron Canada Limited	505
2021-11-22	R 2016-11-21	Airbus Helicopters Deutschland GmbH	EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, and EC135T3
2021-12-03		Leonardo S.p.a.	AW189
2021-12-05		Airbus Helicopters	EC155B1
2021-12-06		Airbus Helicopters	AS-365N2, AS 365 N3, SA-365N, and SA-365N1
2021-12-10		Leonardo S.p.a.	AB139 and AW139

AD No.	Information	Manufacturer	Applicability

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2021-13-07	GE Aviation Czech s.r.o	M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, and M601F

2021-10-28 Pilatus Aircraft Ltd.: Amendment 39-21561; Docket No. FAA-2020-0812; Project Identifier MCAI-2020-01317-A.

(a) Effective Date

This airworthiness directive (AD) is effective July 15, 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

Joint Aircraft System Component (JASC) Code 2740: Stabilizer Control System.

(e) Reason

This AD was prompted by the need to revise the Airworthiness Limitations section (ALS) of the existing aircraft maintenance manual (AMM) to add new and more restrictive tasks for the control column sprocket gear assembly and control wheel column assembly, to address the new limit of validity and update the usage assumptions and conditions for operations on unpaved and grass runways, and to correct an error in the horizontal stabilizer primary trim system secondary power source operational test. The FAA is issuing this AD to prevent reduction in the structural integrity of the airframe and components, as well as an unrecognized failure of the manual pitch trim. These conditions, if not addressed, could result in loss of airplane control.

(f) Actions and Compliance

(1) Before further flight, unless already done, revise the ALS of the existing AMM or instructions for continued airworthiness (ICA) for your airplane by incorporating the following documents.

(i) Airworthiness Limitations, AMM data module PC24-A-A04-00-0000-00A-040A-A, Issue 008, Revision 00, dated May 26, 2020, from Chapter 04, Airworthiness Limitations, Pilatus PC-24 Aircraft Maintenance Manual (PC-24 AMM) Report 02378, Issue 005, Revision 19, dated May 26, 2020.

(ii) Mandatory structural inspection items, AMM data module PC24-A-A04-20-0000-00A-000A-A, Issue 005, Revision 00, dated May 26, 2020, from Chapter 04, Airworthiness Limitations, Pilatus PC-24 Aircraft Maintenance Manual (PC-24 AMM) Report 02378, Issue 005, Revision 19, dated May 26, 2020.

(iii) Certification maintenance requirements, AMM data module PC24-A-A04-30-0000-00A-000A-A, Issue 007, Revision 00, dated October 14, 2019, from Chapter 04, Airworthiness Limitations, Pilatus PC-24 Aircraft Maintenance Manual (PC-24 AMM) Report 02378, Issue 005, Revision 19, dated May 26, 2020.

(iv) Horizontal stabilizer primary trim system secondary power source–Operation test, AMM data module PC24-A-E27-40-0000-01A-320A-A, dated September 25, 2019, from PC-24 AMM Report 02378, Issue 005, Revision 19, dated May 26, 2020. Your ALS must require this procedure for task number AL-27-40-022 in the certification maintenance requirements.

Note 1 to paragraph (f)(1) of this AD: Pilatus PC-24 Aircraft Maintenance Manual, Airworthiness Limitations, AMM data module PC24-A-A04-00-0000-00A-040A-A, Issue 008, Revision 00, dated May 26, 2020, is the parent data module for Chapter 04 of the PC-24 AMM and consists of four subsections (sub-data modules). The parent data module and four sub-data modules comprise the complete ALS of Chapter 04, Airworthiness Limitations, Pilatus PC-24 Aircraft Maintenance Manual (PC-24 AMM) Report 02378, Issue 005, Revision 19, dated May 26, 2020. Incorporating Pilatus PC-24 Aircraft Maintenance Manual, Airworthiness Limitations, AMM data module PC24-A-A04-00-0000-00A-040A-A, Issue 008 Revision 00, dated May 26, 2020, and all four subsections listed in Section 1 General, is acceptable, but not required, for compliance with this AD.

(2) As of the effective date of this AD, except as provided in paragraph (g) of this AD, no alternative replacement times, inspection intervals, or tasks may be approved for the affected parts.

(3) The actions required by paragraph (f)(1) of this AD 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.

(g) 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, Room 301, Kansas City, MO 64106; phone: (816) 329-4059; fax: (816) 329-4090; email: doug.rudolph@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO. 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) Related Information

Refer to European Union Aviation Safety Agency (EASA) AD 2020-0202, dated September 22, 2020, for more information. You may examine the EASA AD at https://www.regulations.gov by searching for and locating Docket No. FAA-2020-0812.

(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) Chapter 04, Airworthiness Limitations, Pilatus PC-24 Aircraft Maintenance Manual (PC-24 AMM) Report 02378, Issue 005, Revision 19, dated May 26, 2020.

(ii) Horizontal stabilizer primary trim system secondary power source–Operation test, AMM data module PC24-A-E27-40-0000-01A-320A-A, dated September 25, 2019, from PC-24 AMM Report 02378, Issue 005, Revision 19, dated May 26, 2020.

(3) For Pilatus Aircraft Ltd. service information identified in this AD, contact Pilatus Aircraft Ltd., Customer Support General Aviation, CH-6371 Stans, Switzerland; phone: +41 848 24 7 365; 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, 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 May 7, 2021.

Gaetano A. Sciortino,

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

[FR Doc. 2021-12045 Filed 6-9-21; 8:45 am]

2021-11-01 Bell Textron Canada Limited: Amendment 39-21563; Docket No. FAA-2020-1175; Product Identifier 2018-SW-071-AD.

(a) Effective Date

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

(b) Affected ADs

This AD replaces AD 2013-20-13, Amendment 39-17619 (78 FR 66252, November 5, 2013).

(c) Applicability

This AD applies to the following Bell Textron Canada Limited (Bell) helicopters, certificated in any category:

(1) Bell Model 206B, serial number (S/N) 004 through 4690 inclusive, including helicopters converted from Model 206A; and

Note 1 to paragraph (c)(1): Helicopters with a 206B3 designation are Model 206B helicopters.

(2) Bell Model 206L, S/N 45001 through 45153 inclusive, and 46601 through 46617 inclusive.

(d) Subject

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

(e) Unsafe Condition

This AD defines the unsafe condition as a third stage turbine vibration. This condition could result in turbine failure, engine power loss, 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

Within 25 hours time-in-service after the effective date of this AD:

(1) For Bell Model 206B helicopters:

(i) Revise the existing Rotorcraft Flight Manual (RFM) for your helicopter by inserting Section 1, Operating Limitations, page 1-2A, of Bell Model 206B RFM BHT-206B-FM-1, Revision B-54, dated May 30, 2018 (BHT-206B-FM-1) or Section 1, Limitations, page 1-5, of Bell Model 206B3 RFM BHT-206B3-FM-1, Revision 17, dated May 30, 2018 (BHT-206B3-FM-1), as applicable to your helicopter. Inserting a different document with “Steady-state operation” information identical to

page 1-2A of BHT-206B-FM-1 or page 1-5 of BHT-206B3-FM-1, as applicable to your helicopter, is acceptable for compliance with the requirements of this paragraph.

(ii) Revise the existing RFM for your helicopter by inserting Section 2, Normal Procedures, page 2-8 of BHT-206B-FM-1 or Section 2, Normal Procedures, page 2-10 of BHT-206B3-FM-1, as applicable to your helicopter. Inserting a different document with "Continuous Operation" information identical to page 2-8 of BHT-206B-FM-1 or page 2-10 of BHT-206B3-FM-1, as applicable to your helicopter, is acceptable for compliance with the requirements of this paragraph.

(iii) Remove placard part number (P/N) 230-075-213-121, if installed.

(iv) Install placard P/N 230-075-213-129 or placard P/N 230-075-213-131 on the instrument panel directly below the dual tachometer.

(2) For Bell Model 206L helicopters:

(i) Revise the existing RFM for your helicopter by inserting Section 1, Operating Limitations, page 1-4B, of Bell Model 206L RFM BHT-206L-FM-1, Revision 31, dated May 30, 2018 (BHT-206L-FM-1). Inserting a different document with "Steady-state operation" information identical to page 1-4B of BHT-206L-FM-1 is acceptable for compliance with the requirements of this paragraph.

(ii) Revise the existing RFM for your helicopter by inserting Section 2, Normal Procedures, page 2-10 of BHT-206L-FM-1. Inserting a different document with "Continuous Operation" information identical to page 2-10 of BHT-206L-FM-1 is acceptable for compliance with the requirements of this paragraph.

(iii) Remove placard P/N 230-075-213-123, if installed.

(iv) Install placard P/N 230-075-213-129 or placard P/N 230-075-213-131 on the instrument panel below the dual tachometer.

(h) 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 (i)(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.

(i) Related Information

(1) For more information about this AD, contact Michael Hughlett, Aviation Safety Engineer, General Aviation & Rotorcraft Section, International Validation Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5889; email Michael.Hughlett@faa.gov.

(2) Bell Alert Service Bulletin (ASB) 206-07-115, Revision D, for Model 206A and 206B helicopters, and ASB 206L-07-146, Revision C, for Model 206L helicopters, each dated July 9, 2018, which are not incorporated by reference, contain additional information about the subject of this AD. This service information is available at the contact information specified in paragraphs (j)(3) and (4) of this AD.

(3) The subject of this AD is addressed in Transport Canada AD CF-2018-23, dated August 22, 2018. You may view the Transport Canada AD on the internet at https://www.regulations.gov in Docket No. FAA-2020-1175.

(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) Page 1-2A of Section 1, Operating Limitations, and page 2-8 of Section 2, Normal Procedures, of Bell Model 206B Rotorcraft Flight Manual (RFM) BHT-206B-FM-1, Revision B-54, dated May 30, 2018.

(ii) Page 1-5 of Section 1, Limitations, and page 2-10 of Section 2, Normal Procedures, of Bell Model 206B3 RFM BHT-206B3-FM-1, Revision 17, dated May 30, 2018.

(iii) Page 1-4B of Section 1, Operating Limitations, and page 2-10 of Section 2, Normal Procedures, of Bell Model 206L RFM BHT-206L-FM-1, Revision 31, dated May 30, 2018.

(3) For service information identified in this AD, contact Bell Textron Canada Limited, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4; telephone (450) 437-2862 or (800) 363-8023; fax (450) 433-0272; or at https://www.bellcustomer.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 May 12, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-12040 Filed 6-9-21; 8:45 am]

2021-11-03 Airbus Helicopters: Amendment 39-21565; Docket No. FAA-2020-1183; Project Identifier 2019-SW-008-AD.

(a) Effective Date

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

(b) Affected Airworthiness Directives (ADs)

None.

(c) Applicability

This AD applies to Airbus Helicopters Model EC 155B, EC155B1, SA-365N, SA-365N1, AS-365N2, and AS 365 N3 helicopters, certificated in any category, as identified in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2019-0008, dated January 22, 2019 (EASA AD 2019-0008).

(d) Subject

Joint Aircraft System Component (JASC) Code: 7110, Engine Cowling System.

(e) Reason

This AD was prompted by a report of an in-flight loss of main gearbox (MGB) and engine cowlings. The FAA is issuing this AD to address a failure of the MGB fixed cowling front fitting, and subsequent MGB cowling or engine cowling detachment, which could result in damage to the helicopter, loss of helicopter control, and possible injury to persons on the ground.

(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 2019-0008.

(h) Exceptions to EASA AD 2019-0008

(1) Where EASA AD 2019-0008 refers to April 14, 2017 (the effective date of EASA AD 2017-0055, dated March 31, 2017), this AD requires using the effective date of this AD.

(2) Where EASA AD 2019-0008 refers to its effective date, this AD requires using the effective date of this AD.

(3) Where EASA AD 2019-0008 refers to flight hours (FH), this AD requires using hours time-in-service.

(4) Where EASA AD 2019-0008 requires the modification within 660 flight hours or 23 months, whichever occurs first, this AD requires the modification within 660 hours time-in-service instead.

(5) Although the service information referenced in EASA AD 2019-0008 specifies to discard certain parts, this AD requires removing those parts from service instead.

(6) Where the service information referenced in EASA AD 2019-0008 specifies to use tooling, equivalent tooling may be used.

(7) The "Remarks" section of EASA AD 2019-0008 does not apply to this AD.

(8) Where paragraph (1) of EASA AD 2019-0008 states to, "inspect the MGB fixed cowling front fittings in accordance with the instructions of paragraph 1.E.2 of the applicable inspection ASB or in accordance with the instructions of the applicable modification ASB," this AD requires determining if Airbus Helicopters Alert Service Bulletin No. 53.00.55, Revision 0, dated March 13, 2017, or Revision 1, dated December 20, 2018, has or has not been complied with and following the instructions, "For helicopters on which ALERT SERVICE BULLETIN No. 53.00.55 has not been complied with" or "For helicopters on which ALERT SERVICE BULLETIN No. 53.00.55 has been complied with," as applicable, in paragraph 1.E.2, of Airbus Helicopters Alert Service Bulletin ASB No. AS365-53.00.62 or ASB No. EC155-53A038, each Revision 0 and dated December 20, 2018 (ASB AS365-53.00.62 or ASB EC155-53A038), as applicable to your model helicopter.

(9) Where paragraph (2) of EASA AD 2019-0008 states to, "accomplish the applicable corrective action(s) in accordance with paragraph 1.E.2 of the applicable inspection ASB or in accordance with the instructions of the applicable modification ASB," this AD requires accomplishing the applicable corrective actions by following ASB AS365-53.00.62 or ASB EC155-53A038, as applicable to your model helicopter.

(10) Where paragraph 3.B.2.e.3 of the applicable modification ASB referenced in EASA AD 2019-0008 refers to paragraph 3.B.e.3, this AD requires referring to paragraph 3.B.3 of ASB AS365-53.00.62 or ASB EC155-53A038, as applicable to your model helicopter.

(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 Blaine Williams, Aerospace Engineer, Los Angeles ACO Branch, Compliance & Airworthiness Division, 3960 Paramount Blvd., Lakewood, California 90712; telephone (562) 627-5227; email blaine.williams@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 2019-0008, dated January 22, 2019.

(ii) Airbus Helicopters Alert Service Bulletin ASB No. AS365-53.00.62, Revision 0, dated December 20, 2018.

(iii) Airbus Helicopters Alert Service Bulletin ASB No. EC155-53A038, Revision 0, dated December 20, 2018.

(3) For EASA AD 2019-0008, 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. 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.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. 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-2020-1183.

(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 May 11, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-12037 Filed 6-9-21; 8:45 am]

2021-11-05 Airbus Helicopters: Amendment 39-21567; Docket No. FAA-2021-0016; Project Identifier 2019-SW-114-AD.

(a) Effective Date

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

(b) Affected Airworthiness Directives

None.

(c) Applicability

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

(d) Subject

Joint Aircraft System Component (JASC) Code 6397, Main Rotor Drive System Wiring.

(e) Reason

This AD was prompted by reports of oil leaks during engine starting, originating from the main gearbox (MGB). The FAA is issuing this AD to address the inadvertent opening of the P 2.4 valve of the MGB emergency lubrication (EMLUB) system, which results from MGB pressurization by compressed air produced by the engine during starting in response to a signal from the EMLUB electronic control card. This condition could result in loss of the MGB lubrication system and a reduced ability of the crew to manage adverse operating conditions.

(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 AD 2016-0232R1, dated December 12, 2019 (EASA AD 2016-0232R1).

(h) Exceptions to EASA AD 2016-0232R1

(1) Where EASA AD 2016-0232R1 refers to December 6, 2016 (the effective date of European Aviation Safety Agency AD 2016-0232, dated November 22, 2016), this AD requires using the effective date of this AD.

(2) Where EASA AD 2016-0232R1 refers to flight hours (FH), this AD requires using hours time-in-service (TIS).

(3) Where paragraph (2) of EASA AD 2016-0232R1 allows an additional interval margin of 225 FH, this AD does not. This AD requires accomplishing the functional tests within 600 hours TIS, and thereafter at intervals not to exceed 600 hours TIS.

(4) Where the service information referenced in EASA AD 2016-0232R1 requires contacting Airbus Helicopters technical support, this AD requires that the corrective action be accomplished using a method approved by the Manager, Strategic Policy Rotorcraft Section, FAA. The Manager's approval letter must specifically refer to this AD.

(5) The “Remarks” section of EASA AD 2016-0232R1 does not apply to this AD.

(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 operated under visual flight rules and without passengers only.

(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 Hal Jensen, Aerospace Engineer, Operational Safety Branch, FAA, 950 L'Enfant Plaza N SW, Washington, DC 20024; telephone (202) 267-9167; email hal.jensen@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 2016-0232R1, dated December 12, 2019.

(ii) [Reserved]

(3) For EASA AD 2016-0232R1, 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-2021-0016.

(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 May 11, 2021.

Ross Landes,

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

[FR Doc. 2021-11803 Filed 6-4-21; 8:45 am]

2021-11-08 Pilatus Aircraft Ltd.: Amendment 39-21570; Docket No. FAA-2020-0857; Project Identifier MCAI-2020-00707-A.

(a) Effective Date

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

(b) Affected ADs

This AD replaces AD 2014-25-04, Amendment 39-18045 (79 FR 73803, December 12, 2014) (AD 2014-25-04).

(c) Applicability

This AD applies to Pilatus Aircraft Ltd. Model PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2 airplanes, all serial numbers, certificated in any category.

Note 1 to paragraph (c): These airplanes may also be identified as Fairchild Republic Company airplanes, Fairchild Industries airplanes, Fairchild Heli Porter airplanes, or Fairchild-Hiller Corporation airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 05, Time Limits/Maintenance Checks.

(e) Reason

This AD was prompted by a determination that new and more restrictive airworthiness limitations, new life limits, and new inspection procedures are necessary. The FAA is issuing this AD to address reduced airplane controllability due to possible loss of structural integrity of certain parts.

(f) Airworthiness Limitations Revision

Unless already done, before further flight, comply with the actions specified in paragraphs (f)(1) through (3) of this AD.

(1) For Models PC-6/B2-H2 and PC-6/B2-H4 airplanes, revise the airworthiness limitations section (ALS) of the existing maintenance manual or instructions for continued airworthiness (ICA) for your airplane as follows:

(i) Replace Section 04-00-00 with Section 04-00-00, Airworthiness Limitations, of Chapter 04, Airworthiness Limitations, of the Pilatus PC-6 Aircraft Maintenance Manual Document No. 01975, Revision 30, dated October 30, 2020.

(ii) Add (or replace, if applicable) Section 53-00-01, Fuselage Wing Fittings–Inspection/Check, of the Pilatus PC-6 Aircraft Maintenance Manual Document No. 01975, Revision 30, dated October 30, 2020.

(iii) Add Section 57-00-03, Wing to Fuselage Fittings–Inspection/Check, of the Pilatus PC-6 Aircraft Maintenance Manual Document No. 01975, Revision 29, dated February 28, 2020.

(2) For all airplanes specified in paragraph (c) of this AD except Models PC-6/B2-H2 and PC-6/B2-H4 airplanes, revise the ALS of the existing maintenance manual or ICA for your airplane as follows:

(i) Replace the ALS with the Airworthiness Limitations Section of Pilatus PC-6 Airworthiness Limitations Document No. 02334, Revision 10, dated October 30, 2020.

(ii) Add (or replace, if applicable) Appendix K, Fuselage Wing Fittings–Inspection/Check, of Pilatus PC-6 Airworthiness Limitations Document No. 02334, Revision 10, dated October 30, 2020.

(iii) Add Appendix L, Wing to Fuselage Fittings–Inspection/Check, of Pilatus PC-6 Airworthiness Limitations Document No. 02334, Revision 9, dated March 6, 2020.

(3) For all airplanes specified in paragraph (c) of this AD, after revising the ALS as required by paragraphs (f)(1) and (2) of this AD, remove from service each part that has reached or exceeded its new life limit.

(g) Inspections and Replacement

(1) For airplanes with a bush part number (P/N) 6100.0020.01 that has been bonded as specified in Section 53-00-01, Fuselage Wing Fittings–Inspection/Check, of Pilatus PC-6 Aircraft Maintenance Manual Document No. 01975, Revision 29, dated February 28, 2020; or Appendix K, Fuselage Wing Fittings–Inspection/Check, of Pilatus PC-6 Airworthiness Limitations Document No. 02334, Revision 9, dated March 6, 2020: Within 50 hours time-in-service (TIS) after the effective date of this AD, perform a visual and eddy current inspection of each fuselage wing fitting on fuselage Frame 3, remove bush P/N 6100.0020.01 from service, and install a new (zero hours TIS) bush P/N 6100.0020.01 into Frame 3 with grease by using the procedures specified in paragraph (f)(1)(ii) or (f)(2)(ii) of this AD, as applicable to your airplane.

(2) Unless already done, within 1,100 hours TIS after the effective date of this AD or within 12 months after the effective date of this AD, whichever occurs first, perform an eddy current inspection of each fuselage wing fitting and each wing-to-fuselage fitting using the procedures specified in paragraphs (f)(1)(ii) and (iii) of this AD, or paragraphs (f)(2)(ii) and (iii) of this AD, as applicable to your airplane. Thereafter, repeat the eddy current inspection of each fuselage wing fitting and each wing-to-fuselage fitting at the intervals specified in the ALS identified in paragraph (f)(1)(i) or (f)(2)(i), as applicable to your airplane.

(h) No Alternative Actions or Intervals

After the ALS has been revised as required by paragraph (f) of this AD, no alternative inspection intervals or procedures may be approved, except as provided in paragraph (i) of this AD.

(i) Other FAA AD Provisions

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 your request to the person identified in Related Information. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspection, the manager of the local Flight Standards District Office.

(j) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) European Union Aviation Safety Agency (EASA) AD 2020-0120, dated May 27, 2020, and EASA AD 2020-0278,

dated December 14, 2020, for related information. This MCAI may be found in the AD docket at https://www.regulations.gov by searching for and locating Docket No. FAA-2020-0857.

(2) For more information about this AD, contact Doug Rudolph, Aviation Safety Engineer, FAA, General Aviation & Rotorcraft Section, International Validation Branch, 901 Locust, Room 301, Kansas City, MO 64106; telephone: (816) 329-4059; fax: (816) 329-4090; email: doug.rudolph@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) Pilatus PC-6 Aircraft Maintenance Manual Document No. 01975, Revision 29, dated February 28, 2020.

(A) Section 57-00-03, Wing to Fuselage Fittings–Inspection/Check.

(B) [Reserved]

(ii) Pilatus PC-6 Aircraft Maintenance Manual Document No. 01975, Revision 30, dated October 30, 2020.

(A) Section 04-00-00, Airworthiness Limitations, of Chapter 04, Airworthiness Limitations.

(B) Section 53-00-01, Fuselage Wing Fittings–Inspection/Check.

(iii) Pilatus PC-6 Airworthiness Limitations Document No. 02334, Revision 9, dated March 6, 2020.

(A) Appendix L, Wing to Fuselage Fittings–Inspection/Check.

(B) [Reserved]

(iv) Pilatus PC-6 Airworthiness Limitations Document No. 02334, Revision 10, dated October 30, 2020.

(A) Airworthiness Limitations Section.

(B) Appendix K, Fuselage Wing Fittings–Inspection/Check.

(3) For service information identified in this AD, contact Pilatus Aircraft Ltd., Customer Support General Aviation, CH-6371 Stans, Switzerland; telephone: +41 848 24 7 365; email: Techsupport@pilatusaircraft.com; website: https://www.pilatusaircraft.com/en.

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. For information on the availability of this material at the FAA, call (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 May 15, 2021.

Gaetano A. Sciortino,

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

[FR Doc. 2021-11812 Filed 6-4-21; 8:45 am]

2021-11-09 Airbus Helicopters Deutschland GmbH: Amendment 39-21571; Docket No. FAA-2021-0196; Project Identifier 2018-SW-021-AD.

(a) Effective Date

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

(b) Affected ADs None

(c) Applicability

This AD applies to Airbus Helicopters Deutschland GmbH 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, certificated in any category, with an "affected 'angle 0' parts" or "affected 'angle 1' parts" installed, as identified in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2018-0061, dated March 20, 2018 (EASA AD 2018-0061).

(d) Subject

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

(e) Reason

This AD was prompted by new test results from a composite analysis of the main rotor (M/R) blade loop area, which revealed that certain M/R blade thimbles require reduced inspection intervals. The FAA is issuing this AD to address composite failure of an M/R blade, which if not addressed 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, EASA AD 2018-0061.

(h) Exceptions to EASA AD 2018-0061

(1) Where EASA AD 2018-0061 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2018-0061 refers to flight hours, this AD requires using hours time-in-service (TIS).

(3) Where Table 1, Table 2, and Note 2 of EASA AD 2018-0061 specify inspection thresholds, intervals, and a non-cumulative compliance time tolerance of 10% for certain required compliance times, this AD requires accomplishing those requirements, as follows:

(i) For helicopters with an "affected 'angle 0' parts," the compliance time is before accumulating 660 total hours TIS on the affected part or within 100 hours TIS after the effective date of this AD, whichever occurs later, and without accumulating 1,600 total hours TIS on the affected part. Thereafter, the compliance time is at intervals not to exceed 330 hours TIS.

(ii) For helicopters with an "affected 'angle 1' parts," the compliance time is before accumulating 110 total hours TIS on the affected part or within 50 hours TIS after the effective date of this AD, whichever occurs later, and without accumulating 950 total hours TIS on the affected part. Thereafter, the compliance time is at intervals not to exceed 110 hours TIS.

(iii) For helicopters specified in paragraph (c) of this AD, Note 1 of EASA AD 2018-0061 specifies accumulated FH as, "Unless otherwise specified, the FH specified in Table 2 of this AD are those accumulated since the previous M/R blade thimble inspection." This AD requires intervals thereafter to be accumulated since accomplishment of paragraph (g) of this AD.

(4) While paragraph (5) and Note 3 of EASA AD 2018-0061 specify revising the Aircraft Maintenance Program (AMP), this AD does not require this action.

(5) Where the service information referenced in EASA AD 2018-0061 specifies accomplishment of certain corrective action by "ECD" or an authorized service or repair station, this AD requires the corrective actions to be performed by a qualified mechanic.

(6) Where the service information referenced in EASA AD 2018-0061 specifies contacting "ECD" or an authorized service or repair station, this AD requires performing the corrective action in accordance with FAA-approved procedures.

(7) The "Remarks" section of EASA AD 2018-0061 does not apply to this AD.

(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 Kathleen Arrigotti, Aerospace Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA; telephone (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 the AD specifies otherwise.

(i) European Aviation Safety Agency (EASA) AD 2018-0061, dated March 20, 2018.

(ii) [Reserved]

(3) For EASA AD 2018-0061, contact 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 material 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.

(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 May 15, 2021.

Gaetano A. Sciortino,

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

[FR Doc. 2021-11810 Filed 6-4-21; 8:45 am]

2021-11-12 Pilatus Aircraft Ltd.: Amendment 39-21574; Docket No. FAA-2020-1074; Project Identifier MCAI-2020-01257-A.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pilatus Aircraft Ltd. Model PC-24 airplanes, serial numbers (S/Ns) 101 through 162, S/N 164, S/N 165, S/N 167, and S/N 168, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 7120, Engine Mount Section.

(e) Unsafe Condition

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI identifies the unsafe condition as engine attachment hardware not conforming to the approved design. The FAA is issuing this AD to detect and address incorrectly installed attachment hardware in the engine and nacelle area. The unsafe condition, if not addressed, could result in damage to the engine attachment hardware, which may affect the structural integrity of the airplane.

(f) Actions and Compliance

Unless already done, do the actions in paragraphs (f)(1) and (2) of this AD at the next annual inspection after the effective date of this AD or within 11 months after the effective date of this AD, whichever occurs later.

(1) Inspect the left hand (LH) and right hand (RH) middle inner nacelles for loose nuts and correctly install any loose nut before further flight by following section 3.B(1) of the Accomplishment Instructions in Pilatus PC-24 Service Bulletin No. 71-001, dated June 30, 2020 (Pilatus SB 71-001).

(2) Inspect the LH and RH front and rear engine beams for missing washers by following section 3.B(2)(a) through (b) of the Accomplishment Instructions in Pilatus SB 71-001. If there are any missing washers, before further flight, do an eddy current inspection of the bolt holes for damage by following section 3.C of the Accomplishment Instructions in Pilatus SB 71-001. Where Pilatus SB 71-001 specifies obtaining repair instructions from Pilatus, the instructions must be accomplished

using a method approved by the Manager, International Validation Branch, FAA; or the European Union Aviation Safety Agency (EASA); or Pilatus's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(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. If sending information directly to the manager of the International Validation Branch, 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.

(h) 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, Room 301, Kansas City, MO 64106; phone: (816) 329-4059; fax: (816) 329-4090; email: doug.rudolph@faa.gov.

(2) Refer to EASA AD 2020-0194, dated September 8, 2020, for more information. You may examine the EASA AD at https://www.regulations.gov by searching for and locating Docket No. FAA-2020-1074.

(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) Pilatus PC-24 Service Bulletin No. 71-001, dated June 30, 2020.

(ii) [Reserved]

(3) For Pilatus Aircraft Ltd. service information identified in this AD, contact CH-6371, Stans, Switzerland; phone: +41 848 24 7 365; 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, 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 May 17, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-12044 Filed 6-9-21; 8:45 am]

2021-11-13 Bell Textron Canada Limited: Amendment 39-21575; Docket No. FAA-2020-1170; Project Identifier MCAI-2020-00720-R.

(a) Applicability

This airworthiness directive (AD) applies to Bell Textron Canada Limited (Bell) Model 429 helicopters, certificated in any category, with a Bell Emergency Flotation System (EFS) kit part number (P/N) 429-706-069-101/-103/-105/-121/-123/-125/-139/-141/-143/or -157 manufactured before July 2019, with a float supply hose manufactured before January 2014, installed, except for float supply hoses marked with "SB 025-69-21" above the external identification marking.

(b) Unsafe Condition

This AD defines the unsafe condition as a blocked float supply hose installed on an EFS. This condition could result in partial inflation of an EFS float during an emergency landing on water and subsequently preventing a timely egress from the helicopter.

(c) Effective Date

This AD is effective July 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

(1) Within 100 hours time-in-service (TIS):

(i) Remove each EFS supply hose from the float and inspect each end of the EFS supply hose by inserting a plastic cable tie, 300 mm minimum x 5 mm maximum (11.811 in. minimum x .196 in. maximum), into the holes of the related fitting as shown in Figure 1 of Safran Aerosystems Services Service Bulletin No. 025-69-21, Revision 00, dated March 23, 2020 (SB 025-69-21).

Note 1 to paragraph (e)(1)(i): Each end of the supply hose may also be referred to as fitting or banjo.

(ii) If the cable tie does not pass through the hose, before further flight, remove the EFS supply hose from service and replace it with an airworthy part.

(iii) If the cable tie passes through the supply hose, mark a green dot with indelible ink on the base of the supply hose and write "SB 025-69-21" above the external identification marking of the EFS with indelible ink.

(2) As of the effective date of this AD, do not install an EFS supply hose manufactured before January 2014 on any helicopter unless the requirements in paragraph (e)(1) of this AD have been completed.

(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 the person identified in paragraph (g)(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.

(g) Related Information

(1) For more information about this AD, contact Matt Fuller, AD Program Manager, Operational Safety Branch, Airworthiness Products Section, General Aviation & Rotorcraft Unit, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5110; email matthew.fuller@faa.gov.

(2) The subject of this AD is addressed in Transport Canada AD CF-2020-212R1, dated August 19, 2020. You may view the Transport Canada AD on the internet at https://www.regulations.gov in Docket No. FAA-2020-1170.

(h) 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) Safran Aerosystems Services Service Bulletin No. 025-69-21, Revision 00, dated March 23, 2020 (SB 025-69-21).

Note 2 to paragraph (h)(2)(i): SB 025-69-21 is attached to Bell Alert Service Bulletin No. 429-20-52, dated March 30, 2020, which is not incorporated by reference in this AD.

(ii) [Reserved]

(3) As the design approval holder for the product identified in paragraph (a) of this AD, contact Bell Textron Canada Limited for the Safran Aerosystems Services service information identified in this AD, at Bell Textron Canada Limited, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4; telephone 450-437-2862 or 800-363-8023; fax 450-433-0272; or at https://www.bellcustomer.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 May 18, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-12042 Filed 6-9-21; 8:45 am]

2021-11-14 Leonardo S.p.a.: Amendment 39-21576; Docket No. FAA-2021-0378; Project Identifier 2017-SW-122-AD.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Leonardo S.p.a. Model AW169 helicopters, certificated in any category, identified in paragraphs (c)(1) and (2) of this AD.

(1) Helicopters having serial number 69007, 69009, 69011, 69013, 69014, 69015, 69017, 69018, 69020, 69021, 69022, 69023, 69024, 69025, 69027, 69028, 69031, 69032, 69041, 69042, 69043, 69044, 69049 and 69051.

(2) All helicopters equipped with retractable landing gear (LG) system part number (P/N) 6F3200F00311 or P/N 6F3200F00411.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 3233, Landing Gear Actuator.

(e) Unsafe Condition

This AD was prompted by reports of failed nose landing gear (NLG) retraction actuators during the acceptance test procedures on the ground on the final assembly line. The FAA is issuing this AD to address failed NLG and main landing gear (MLG) retraction actuators. The unsafe condition, if not addressed, could result in a partially locked or unlocked NLG or MLG upon landing, possibly resulting in damage to the helicopter and injury to the occupants.

(f) Compliance

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

(g) Modifications

Within 200 hours time-in-service (TIS) after the effective date of this AD, do the applicable actions specified in paragraphs (g)(1) through (5) of this AD, in accordance with the applicable part of the Accomplishment Instructions of Leonardo Helicopters Alert Service Bulletin 169-023, Revision B, dated April 16, 2018 (ASB 169-023, Revision B), except as required by paragraph (k) of this AD.

(1) For helicopters having S/N 69011 and S/N 69017 that are not equipped with retractable LG system P/N 6F3200F00411 (enhanced NLG retracting actuator P/N 6F3230V00532 and enhanced MLG retracting actuators P/N 6F3230V00832 and P/N 6F3230V01032): Modify the helicopter (which includes replacing the actuators and doing checks and measurements), as specified in Part I of ASB 169-023, Revision B.

(2) For helicopters having S/N 69007, S/N 69015, S/N 69018, and S/N 69022 that are not equipped with retractable LG system P/N 6F3200F00411 (enhanced NLG retracting actuator P/N 6F3230V00532 and enhanced MLG retracting actuators P/N 6F3230V00832 and P/N 6F3230V01032): Modify the helicopter (which includes installing enhanced landing gear retracting actuators and doing checks and measurements), as specified in Part II of ASB 169-023, Revision B.

(3) For helicopters having S/N 69032, S/N 69041, and S/N 69051 that are not equipped with retractable LG system P/N 6F3200F00411 (enhanced NLG retracting actuator P/N 6F3230V00532 and enhanced MLG retracting actuators P/N F3230V00832 and P/N 6F3230V01032): Modify the helicopter (which includes installing enhanced landing gear retracting actuators and doing checks and measurements), as specified in Part III of ASB 169-023, Revision B.

(4) For helicopters having S/N 69007, S/N 69009, S/N 69011, S/N 69013, S/N 69014, S/N 69015, S/N 69017, S/N 69018, S/N 69020, S/N 69021, S/N 69022, S/N 69023, S/N 69024, S/N 69027, S/N 69032, S/N 69041, and S/N 69051: Modify the helicopter (which includes modifying the landing gear actuator control box), as specified in Part IV of ASB 169-023, Revision B.

(5) For helicopters having S/N 69007, S/N 69009, S/N 69011, S/N 69013, S/N 69014, S/N 69015, S/N 69017, S/N 69018, S/N 69020, S/N 69021, S/N 69022, S/N 69023, S/N 69024, S/N 69025, S/N 69027, S/N 69028, S/N 69031, S/N 69032, S/N 69041, S/N 69042, S/N 69043, S/N 69044, and S/N 69051: Modify the helicopter (which includes improving the landing gear proximity switch and doing checks and measurements), as specified in Part V of ASB 169-023, Revision B.

(h) Installation Checks

For helicopters having S/N 69009, S/N 69013, S/N 69014, S/N 69020, S/N 69021, S/N 69023, S/N 69024, S/N 69025, S/N 69027, S/N 69028, S/N 69031, S/N 69042, S/N 69043, S/N 69044, and S/N 69049 that are equipped with both retractable LG system P/N 6F3200F00311 and P/N 6F3200F00411: Within 200 hours TIS after the effective date of this AD, accomplish installation checks (which include measurements), in accordance with Part VI of the Accomplishment Instructions of ASB 169-023, Revision B, except as required by paragraph (k) of this AD.

(i) NLG and MLG Up Down Lock Actuator Inspection

For helicopters equipped with retractable LG system P/N 6F3200F00311 or P/N 6F3200F00411: At the time specified in paragraph (i)(1) or (2) of this AD, whichever occurs first, inspect the plungers of the NLG and MLG up down lock actuators, in accordance with Part VII of the Accomplishment Instructions of ASB 169-023, Revision B, except as required by paragraph (k) of this AD.

(1) Within 30 days after the effective date of this AD.

(2) Concurrently with the modifications required by paragraphs (g)(1), (2), and (3) of this AD, as applicable.

(j) Corrective Actions

(1) If, during any modification required by paragraph (g)(1), (2), (3), or (5) of this AD, or during any installation check required by paragraph (h) of this AD, any discrepancy is detected, before further flight, accomplish the applicable corrective actions, in accordance with the Accomplishment Instructions of ASB 169-023, Revision B, except as required by paragraph (k) of this AD. For this AD, discrepancies include gaps between parts that are not within tolerances, improperly aligned

rotational axis of certain parts, non-parallel lever for certain parts, a certain pin is not installed on the MLGs, and incorrect thickness of certain washers.

(2) If, during any inspection required by paragraph (i) of this AD, corrosion is detected, before further flight, accomplish the applicable corrective action and apply corrosion inhibitor on the plungers of the NLG and MLG up down lock actuators, in accordance with Part VII of the Accomplishment Instructions of ASB 169-023, Revision B, except as required by paragraph (k) of this AD.

(3) If, during any inspection required by paragraph (i) of this AD, no corrosion is detected, before further flight, apply corrosion inhibitor on the plungers of the NLG and MLG up down lock actuators, in accordance with Part VII of the Accomplishment Instructions of ASB 169-023, Revision B, except as required by paragraph (k) of this AD.

(k) Service Information Exceptions

(1) Where ASB 169-023, Revision B, specifies to discard certain parts, this AD requires removing those parts from service.

(2) Where ASB 169-023, Revision B, specifies to contact the manufacturer, before further flight, repair 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.

(3) Where ASB 169-023, Revision B, specifies to return certain parts, this AD does not include that requirement.

(l) No Reporting Requirement

Although ASB 169-023, Revision B, specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(m) Credit for Previous Actions

(1) This paragraph provides credit for actions required by paragraphs (g), (h), (i), and (j) of this AD, if those actions were performed before the effective date of this AD using Leonardo Helicopters Alert Service Bulletin 169-023, dated May 31, 2017, provided that, for helicopters on which Part V of that service information was accomplished, the adhesive fixing of the NLG and MLG support buffers is replaced within 3 months after the effective date of this AD. The replacement must be done in accordance with steps 1., 2., 8.3, 8.4, 18., and 20. of Part V of the Accomplishment Instructions of ASB 169-023, Revision B, except as specified in paragraph (k) of this AD.

(2) This paragraph provides credit for actions required by paragraphs (g), (h), (i), and (j) of this AD, if those actions were performed before the effective date of this AD using Leonardo Helicopters Alert Service Bulletin 169-023, Revision A, dated September 1, 2017.

(n) 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 certification office, send it to the attention of the person identified in paragraph (o)(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.

(o) Related Information

(1) For more information about this AD, contact Anthony Kenward, Aerospace Engineer, AIR-7F1, Fort Worth ACO Branch, FAA, 10101 Hillwood Parkway, Fort Worth, TX 78101; telephone (817) 222-5152; email Anthony.Kenward@faa.gov.

(2) The subject of this AD is addressed in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2017-0164, dated September 4, 2017. You may view the EASA AD on the internet at https://www.regulations.gov in the AD Docket.

(p) 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 Service Bulletin 169-023, Revision B, dated April 16, 2018.

(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 May 19, 2021.

Gaetano A. Sciortino,

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

[FR Doc. 2021-11806 Filed 6-4-21; 8:45 am]

2021-11-16 Piper Aircraft, Inc.: Amendment 39-21578; Docket No. FAA-2020-0881; Project Identifier 2018-CE-024-AD.

(a) Effective Date

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

(b) Affected ADs

This AD replaces AD 79-01-03, Amendment 39-3383 (44 FR 36, January 2, 1979) (AD 79-01-03); and AD 83-20-03, Amendment 39-4739 (48 FR 45535, October 6, 1983) (AD 83-20-03).

(c) Applicability

This AD applies to Piper Aircraft, Inc. Models PA-36-285, PA-36-300, and PA-36-375 airplanes, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 5700, Wings.

(e) Unsafe Condition

This AD was prompted by a review of AD 83-20-03 and AD 79-01-03 and the determination that the requirements of those ADs did not address all of the affected airplanes. The FAA is issuing this AD to prevent fatigue damage to the wing structural components. The unsafe condition, if not addressed, could result in failure of the wing structure with consequent loss of control.

(f) Compliance

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

(g) Inspection of the Wing Spar Carry Through Assembly

(1) For Models PA-36-285 and PA-36-300 airplanes, serial numbers 36-7360001 through 36-7560003, with a wing spar carry through assembly part number (P/N) 97370-00 installed, before the airplane accumulates a total of 2,000 hours time-in-service (TIS) or within 25 hours TIS after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed 100 hours TIS, inspect the wing spar carry through assembly by following the Instructions, section 1, of Piper Service Bulletin No. 552A, dated August 3, 2018, (Piper SB No. 552A).

(2) If any damage is found during any inspection required by paragraph (g)(1) of this AD, before further flight, repair or replace the wing spar carry through assembly by following the Instructions, section 2, of Piper SB No. 552A.

(3) Replacing wing spar carry through assembly P/N 97370-00 with wing spar carry through assembly P/N 76824-02 terminates the repetitive inspections required by paragraph (g)(1) of this AD.

(h) Life Limit Replacement of Wing Structural Components

Remove from service the wing structural components specified in paragraphs (h)(1) through (8) of this AD before the part accumulates the life limit hours TIS set forth in table 1 to paragraph (h) of this AD. If, on the effective date of this AD, the component will reach its life limit within 100 hours TIS or has already reached its life limit, remove the part from service within 100 hours TIS after the effective date of this AD.

Table 1 to paragraph (h)—*Compliance Times for Life Limit Replacement of Wing Components*

Airplanes	**Type of Replacement**	**Paragraph of this AD**					
		(h)(1) (h)(2) (h)(3)	(h)(4)	(h)(5)	(h)(6)	(h)(7)	(h)(8)
Models PA-36-285 and PA-36-300		**Life Limit Hours Time-in-Service on the Component**					
Serial Numbers (S/Ns) 36-7360001 through 36-7560003	Initial Repetitive	4,100 4,100	4,100 4,100	N/A N/A	N/A N/A	3,100 4,100	2,000 2,000
S/Ns 36-7560004 through 36-7560055	Initial Repetitive	4,100 4,100	N/A N/A	N/A N/A	4,000 4,100	3,100 4,100	2,000 2,000
S/Ns 36-7560056 through 36-7660122	Initial Repetitive	4,100 4,100	N/A N/A	4,100 4,100	4,000 4,100	N/A N/A	2,000 2,000
S/Ns 36-7660123 through 36-8160023	Initial Repetitive	4,100 4,100	4,100 4,100	4,100 4,100	N/A N/A	N/A N/A	2,000 2,000
Model PA-36-375		**Life Limit Hours Time-in-Service on the Component**					
		(h)(1) (h)(2) (h)(3)	(h)(4)	(h)(5)	(h)(6)	(h)(7)	(h)(8)
S/Ns 36-7802001 through 36-8302025	Initial Repetitive	4,100 4,100	4,100 4,100	4,100 4,100	N/A N/A	N/A N/A	2,000 2,000

(1) Remove from service wing attachment upper bolt P/N 77245-00 and replace with an unused (zero hours TIS) wing attachment upper bolt P/N 77245-00.

(2) Remove from service any wing carry through spar fitting P/Ns 97713-00, 97713-02, or 97713-03 and replace with an unused (zero hours TIS) wing carry through spar fitting P/N 97713-03.

Note 1 to paragraph (h)(2): Wing carry through spar fitting P/N 97713-03 is included as part of spar carry through assembly P/N 76824-02.

(3) Remove from service wing spar fitting P/N 97712-00 and replace with an unused (zero hours TIS) wing spar fitting P/N 97712-00 by following steps D(1)(a) through D(1)(c) or section D(2), in Piper Aircraft PA-36, Pawnee Brave Kit 764-393, Left Wing Main Spar Caps Replacement, dated June 9, 2012 (Piper Kit 764-393), or Piper Aircraft PA-36, Pawnee Brave Kit 764-394, Right Wing Main Spar Caps Replacement, dated June 9, 2012 (Piper Kit 764-394), as applicable.

Note 2 to paragraphs (h)(3): This note applies to paragraphs (h)(3) and (7) of this AD. Replacement parts for the left and right wing spar fittings P/N 97712-00 and the right, left, top, and bottom spar assemblies P/Ns 97701-00 and 97701-01 are included with Piper Kit 764-393 and Piper Kit 764-394.

(4) Remove from service spar carry through assembly P/N 97370-00 or 76824-02, as applicable, and replace with an unused (zero hours TIS) spar carry through assembly P/N 76824-02.

(5) Remove from service spar assembly P/Ns 97701-00 and 97701-01, Revision P or later revision, and replace with an unused (zero hours TIS) spar assembly by following the Instructions, sections B. and C., in Piper Kit 764-393 or Piper Kit 764-394, as applicable.

(6) Remove from service any spar carry through assembly P/N 76767-00 or P/N 76824-02 and replace with an unused (zero hours TIS) spar carry through assembly P/N 76824-02.

(7) Remove from service spar assemblies P/Ns 97701-00 and 97701-01, Revision N or earlier revision, and replace with an unused (zero hours TIS) left spar cap replacement kit P/N 764-393 and right spar cap replacement kit P/N 764-394 by following the Instructions, sections B. and C., in Piper Kit 764-393 or Piper Kit 764-394, as applicable.

(8) Remove from service wing attachment lower bolt P/N 77245-00 and replace with an unused (zero hours TIS) P/N 77245-00 bolt.

(i) Credit for Previous Actions

You may take credit for the actions required by paragraph (g) of this AD if you performed those actions before the effective date of this AD using Piper Aircraft Corporation Service Bulletin No. 552, dated February 3, 1978.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Atlanta 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.

(3) AMOCs approved for AD 79-01-03 and AD 83-20-03 are approved as AMOCs for the corresponding provisions of this AD.

(k) Related Information

For more information about this AD, contact Dan McCully, Aviation Safety Engineer, FAA, Atlanta ACO Branch, 1701 Columbia Avenue, College Park, GA 30337; phone: (404) 474-5548; fax: (404) 474-5606; email: william.mccully@faa.gov.

(l) 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) Piper Service Bulletin No. 552A, dated August 3, 2018;

(ii) Piper Aircraft PA-36, Pawnee Brave Kit 764-394, Right Wing Main Spar Caps Replacement, dated June 9, 2012; and

Note 3 to paragraph (l)(2)(ii): The Kit List and Sketch A for Piper Aircraft PA-36, Pawnee Brave Kit 764-394, Right Wing Main Spar Caps Replacement, dated June 9, 2012; and Piper Aircraft PA-36, Pawnee Brave Kit 764-393, Left Wing Main Spar Caps Replacement, dated June 9, 2012, were revised and dated June 9, 2012. The instructions and sketches in the rest of the documents were reformatted but retain the previous date of March 30, 1982, because the content of those pages was unchanged.

(iii) Piper Aircraft PA-36, Pawnee Brave Kit 764-393, Left Wing Main Spar Caps Replacement, dated June 9, 2012.

(3) For service information identified in this AD, contact Piper Aircraft, Inc., 2926 Piper Drive, Vero Beach, FL 32960; phone: (772) 567-4361; website: www.piper.com.

(4) You may view this service information at FAA, Policy and Innovation Division, 901 Locust, 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 May 19, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-12043 Filed 6-9-21; 8:45 am]

2021-11-17 Airbus Helicopters Deutschland GmbH (AHD): Amendment 39-21579; Docket No. FAA-2021-0199; Project Identifier MCAI-2021-00016-R.

(a) Effective Date

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

(b) Affected Airworthiness Directives (ADs)

None.

(c) Applicability

This AD applies to all Airbus Helicopters Deutschland GmbH (AHD) Model EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, and EC135T3 helicopters, certificated in any category.

Note 1 to paragraph (c): Helicopters with an EC135P3H designation are Model EC135P3 helicopters. Helicopters with an EC135T3H designation are Model EC135T3 helicopters.

(d) Subject

Joint Aircraft System Component (JASC) Code: 6710, Main Rotor Control.

(e) Reason

This AD was prompted by a report of increased control force in the collective axis. The FAA is issuing this AD to prevent failure of the main rotor actuator 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 2018-0284, dated December 20, 2018 (EASA AD 2018-0284).

(h) Exceptions to EASA AD 2018-0284

(1) Where EASA AD 2018-0284 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where paragraph (3) of EASA AD 2018-0284 specifies contacting Airbus Helicopters, this AD requires performing the corrective action in accordance with FAA-approved procedures.

(3) Where paragraph (4) of EASA AD 2018-0284 specifies an alternative method to comply with the requirements of paragraph (3) of EASA AD 2018-0284 by replacing an affected part, this AD requires removing the affected part from service as an alternative method.

(4) Where paragraph (1) of EASA AD 2018-0284 specifies a compliance time of "3 months or 50 flight hours, whichever occurs first," this AD requires a compliance time of within 50 hours time-in-service (TIS) from the effective date of this AD.

(5) Where paragraph (2) of EASA AD 2018-0284 specifies a compliance time of "15 days," this AD requires using a compliance time of "30 days."

(6) The "Remarks" section of EASA AD 2018-0284 does not apply to this AD.

(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 Katherine Venegas, Aviation Safety Engineer, Los Angeles ACO Branch, FAA, 3960 Paramount Blvd., Lakewood, California 90712; telephone (562) 627-5353; 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 Aviation Safety Agency (EASA) AD 2018-0284, dated December 20, 2018.

(ii) [Reserved]

(3) For EASA AD 2018-0284, 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-2021-0199.

(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 May 20, 2021.

Gaetano A. Sciortino,

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

[FR Doc. 2021-12227 Filed 6-10-21; 8:45 am]

2021-11-19 Bell Textron Canada Limited (Type Certificate Previously Held by Bell Helicopter Textron Canada Limited): Amendment 39-21581; Docket No. FAA-2021-0185; Project Identifier MCAI-2020-00265-R.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bell Textron Canada Limited (type certificate previously held by Bell Helicopter Textron Canada Limited) Model 505 helicopters, certificated in any category, with a truss assembly part number (P/N) SLS-030-056-015 with a serial number listed in Attachment A of Bell Alert Service Bulletin (ASB) 505-19-12, Revision A, dated July 11, 2019 (ASB 505-19-12 Rev A).

(d) Subject

Joint Aircraft System Component (JASC) Code 5310, Fuselage Main, Structure.

(e) Unsafe Condition

The FAA is issuing this AD to address a gap between the transmission restraint assembly aft attachment hardware lower washer and the right-hand (RH) and left-hand (LH) mating airframe truss assembly (truss assembly) clevis lower lug. The unsafe condition, if not addressed, could result in increased stress, cracking and failure of one or both of the clevis lower lugs, and subsequent loss of pylon pitch stiffness, excessive pylon pitch motions leading to unknown cyclic inputs to the main rotor, and loss of control of the helicopter.

(f) Compliance

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

(g) Required Actions

Within 100 hours time-in-service (TIS) after the effective date of this AD, access the transmission restraint assembly and:

(1) Remove the safety pin at each lower nut location of the aft bolts securing the restraint to the truss assembly. Use solvent (C-304) to remove the corrosion preventive compound on each nut and washer located under the RH and LH truss assembly clevis lower lug.

(2) Loosen the torque on each lower nut while holding the bolt with a wrench until the washer turns freely while sitting on top of the nut.

(3) Measure and record the tare of each nut. For purposes of this AD, tare is the torque required to overcome the internal friction between a self-locking nut and bolt as the nut is being turned on the bolt, but before the nut contacts the washer. Add a torque value of 20 inch-lbs to the measured tare of each nut and torque each nut to this new total value.

(4) Inspect for a gap around the circumference between the nut and the washer and between the washer and the truss assembly clevis lower lug mounting surface of the RH and LH sides as illustrated in Figure 1 of ASB 505-19-12 Rev A (2 sheets). If there is a gap, measure the gap.

(i) If there is a gap that is less than 0.003 inch (0.076 mm), before further flight, install the hardware using the original torque value of 40 to 58 foot-pounds (55 to 78 Nm) plus tare. Do not exceed the limit specified in this paragraph plus tare. Install a cotter pin and apply corrosion preventive compound (C-101) and torque seal lacquer (C-049) between the nut, washer, and lower surface of the truss assembly clevis.

(ii) If there is a gap that is 0.003 inch (0.076 mm) to 0.020 inch (0.508 mm) inclusive, before further flight, install the hardware with a decreased torque value limit of 20 to 60 inch-pounds (2.3 to 6.8 Nm) plus tare. Do not exceed the limit specified in this paragraph plus tare. Install a cotter pin. You may install an additional washer P/N NAS1149E0863P before torqueing and installing the cotter pin while not exceeding the maximum limit of 60 inch-lbs plus tare. Apply corrosion preventive compound (C-101) and torque seal lacquer (C-049) between the nut, washer, and lower surface of the truss assembly clevis. Update records for your helicopter to indicate the new torque limits on one or both sides.

(A) Within 100 hours TIS after performing paragraph (g)(4)(ii) of this AD, and thereafter at intervals not to exceed 100 hours TIS, inspect the assembly for fretting between the washer and truss lower lug mounting surface, inspect the security of the pitch restraint attachment hardware to make sure it does not turn freely, and inspect the torque seal lacquer between the nut and the washer to make sure the torque seal is intact on the RH and LH sides.

(B) If there is any fretting, the pitch restraint attachment hardware turns freely, or a torque seal is broken, remove the cotter pin from service and remove the nut, washer, and bolt. Inspect the bolt for damage and the lower surface of the truss assembly clevis lower lug for fretting damage.

(1) If the bolt has damage, remove the bolt from service.

(2) If the lower surface of the truss assembly clevis lower lug has fretting damage within allowable repair limits, use 400 grit sandpaper (C-423) and rework fretting damage smooth with adjacent surfaces, while removing minimum material. Do not exceed .010 inch (0.254 mm) deep total cumulative amount of material to be removed from the clevis's lower lugs compared to adjacent original surfaces after rework. Clean with acetone (C-316) and let dry. With the acetone dry, visually inspect the clevis lower lug for any cracks.

(i) If there is a crack within allowable repair limits, repair in accordance with FAA-approved procedures. If there is a crack that meets or exceeds allowable repair limits, remove the truss assembly clevis lower lug from service.

(ii) If there is not a crack, apply primer (C-204) to the reworked surface and let dry. With the primer dry, apply final paint (polyurethane topcoat color No. 16492) to the reworked surface.

(3) If the lower surface of the truss assembly clevis lower lug has fretting damage that exceeds allowable repair limits, before further flight, remove the truss assembly clevis lower lug from service.

(C) Install a nut, washer, and bolt with a decreased torque value limit of 20 to 60 inch-pounds (2.3 to 6.8 Nm) plus tare. Do not exceed the limit specified in this paragraph plus tare. Install a cotter pin. You may install an additional washer P/N NAS1149E0863P before torqueing and installing the cotter pin while not exceeding the maximum limit of 60 inch-lbs plus tare. Apply corrosion preventive compound (C-101) and torque seal lacquer (C-049) between the nut, washer, and lower surface of the truss assembly clevis.

(iii) If there is a gap that is more than 0.020 inch (0.508 mm), before further flight, remove the nut, washer, and bolt from service and repair or replace the truss assembly clevis lower lug in accordance with FAA-approved procedures.

(h) Credit for Previous Actions

You may take credit for the first instance of the actions that are required by paragraphs (g)(1) through (4) of this AD, except not paragraphs (g)(4)(i), (g)(4)(ii)(A) through (C), or (g)(4)(iii) of this AD if you completed the Accomplishment Instructions, Part I of Bell ASB 505-19-12, dated June 27, 2019, before the effective date of this AD.

(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)(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.

(j) Related Information

(1) For more information about this AD, contact Matt Fuller, AD Program Manager, General Aviation & Rotorcraft Unit, Airworthiness Products Section, Operational Safety Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5110; email matthew.fuller@faa.gov.

(2) Bell Alert Service Bulletin 505-19-12, dated June 27, 2019, which is not incorporated by reference, contains additional information about the subject of this AD. This service information is available at the contact information specified in paragraphs (k)(3) and (4) of this AD.

(3) The subject of this AD is addressed in Transport Canada AD CF-2019-35, dated October 2, 2019. You may view the Transport Canada AD at https://www.regulations.gov in Docket No. FAA-2021-0185.

(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) Bell Alert Service Bulletin 505-19-12, Revision A, dated July 11, 2019.

(ii) [Reserved]

(3) For service information identified in this AD, contact Bell Textron Canada Limited, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4; telephone 450-437-2862 or 800-363-8023; fax 450-433-0272; or at https://www.bellcustomer.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 May 20, 2021.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2021-12229 Filed 6-10-21; 8:45 am]

2021-11-22 Airbus Helicopters Deutschland GmbH: Amendment 39-21584; Docket No. FAA-2019-0113; Product Identifier 2017-SW-140-AD.

(a) Applicability

This airworthiness directive (AD) applies Airbus Helicopters Deutschland GmbH Model EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, and EC135T3 helicopters, certificated in any category.

(b) Unsafe Condition

The FAA is issuing this AD to prevent certain parts from remaining in service beyond their fatigue life, resulting in failure of the part and subsequent loss of control of the helicopter.

(c) Affected ADs

This AD replaces AD 2016-11-21, Amendment 39-18548 (81 FR 36137, June 6, 2016).

(d) Effective Date

This AD is effective July 16, 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) Before further flight, establish a life limit for the tail rotor hub body (hub body), part number (P/N) L642A2003102, of 27,400 hours time-in-service (TIS). If you cannot determine the hub body's TIS, follow the instructions in Table 1, Examples and Calculations, Effectivity: The history of the hub body is not known or can't be identified, in Airbus Helicopters Alert Service Bulletin ASB EC135-04A-012, Revision 0, dated September 11, 2017, except where the service information specifies that you contact the manufacturer, you are required to remove the part from service instead.

(2) Before further flight, revise the life limit for each part listed in paragraphs (f)(2)(i) and (ii) of this AD in the Airworthiness Limitations Section (ALS) of the existing maintenance manual for your helicopter and record the revised life limit on the component history card or equivalent record as follows:

(i) For swashplate parts:

(A) The life limit for the ring (control ring), P/N L623M2001213, is 10,700 hours TIS.

(B) The life limit for the cardan ring (two-part), P/N L623M2005205, is 14,300 hours TIS.

(C) The life limit for the bolt (control ring), P/N L671M7001215, is 14,300 hours TIS.

(D) The life limit for the bolt (sliding sleeve), P/N L623M2006206 and P/N L623M2006213, is 14,300 hours TIS.

(ii) For mixing lever gear unit parts:

(A) The life limit for the forked lever assembly, P/N L671M3012102, is 10,400 hours TIS.

(B) The life limit for the hinged support, P/N L671M7003210, is 19,000 hours TIS.

(C) The life limit for the bolt, P/N L671M7001220, is 19,000 hours TIS.

(3) Before further flight, remove from service any part listed in paragraphs (f)(1) and (2) of this AD that has reached or exceeded its revised life limit.

(4) Thereafter, for any part listed in paragraphs (f)(1) and (2) of this AD that has not reached or exceeded its life limit, continue to record the life limit of the part on its component history card or equivalent record and remove any part listed in paragraphs (f)(1) and (2) of this AD from service before the part has reached or exceeded its revised life limit.

(g) Special Flight Permits

Special flight permits are limited to a onetime flight to a maintenance facility to replace a part that has reached its life limit.

(h) 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 (i)(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.

(i) Additional Information

(1) For more information about this AD, contact Matt Fuller, AD Program Manager, Operational Safety Branch, Airworthiness Products Section, General Aviation & Rotorcraft Unit, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5110; email matthew.fuller@faa.gov.

(2) The subject of this AD is addressed in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2017-0243, dated December 6, 2017. You may view the EASA AD at https://www.regulations.gov in Docket No. FAA-2019-0113.

(j) Subject

Joint Aircraft Service Component (JASC) Code: 6400, Tail Rotor System.

(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) Airbus Helicopters Alert Service Bulletin ASB EC135-04A-012, Revision 0, dated September 11, 2017.

(ii) [Reserved]

(3) For Airbus Helicopters 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 May 21, 2021.

Gaetano A. Sciortino,

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

[FR Doc. 2021-12228 Filed 6-10-21; 8:45 am]

2021-12-03 Leonardo S.p.a.: Amendment 39-21590; Docket No. FAA-2021-0446; Project Identifier 2018-SW-029-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective July 1, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Leonardo S.p.a. Model AW189 helicopters, certificated in any category, equipped with bubble windows kit Part Number (P/N) 8G5620F00111, as identified in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2018-0082, dated April 11, 2018 (EASA AD 2018-0082).

(d) Subject

Joint Aircraft System Component (JASC) Code 5600, Window/Windshield System.

(e) Unsafe Condition

This AD was prompted by a report of a bubble window departing from the helicopter during flight. The FAA is issuing this AD to address degradation of the installation of the bubble windows, which could cause loss of a bubble window during flight, possibly resulting in damage to the helicopter and injury to persons on the ground.

(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 2018-0082.

(h) Exceptions to EASA AD 2018-0082

(1) Where EASA AD 2018-0082 refers to its effective date, this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2018-0082 does not apply to this AD.

(3) Where the service information referenced in EASA AD 2018-0082 specifies to discard certain parts, this AD requires removing those parts from service.

(4) Where EASA AD 2018-0082 refers to flight hours (FH), this AD requires using hours time-in-service.

(5) The requirements specified in paragraphs (1), (2), (3) and (5) of EASA AD 2018-0082 do not apply to this AD.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2018-0082 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 Andrea Jimenez, Aerospace Engineer, COS Program Management Section, Operational Safety Branch, Compliance & Airworthiness Division, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: 516-228-7330; fax: 516-794-5531; email: 9-avs-nyaco-cos@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 2018-0082, dated April 11, 2018.

(ii) [Reserved]

(3) For EASA AD 2018-0082, 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-2021-0446.

(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 June 9, 2021.

Ross Landes,

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

[FR Doc. 2021-12516 Filed 6-15-21; 8:45 am]

2021-12-05 Airbus Helicopters: Amendment 39-21592; Docket No. FAA-2021-0314; Project Identifier MCAI-2020-00599-R.

(a) Effective Date

This airworthiness directive (AD) is effective July 20, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Helicopters Model EC155B1 helicopters, certificated in any category, all serial numbers manufactured before June 30, 2015, and equipped with a pilot or co-pilot door jettisoning system in accordance with Airbus Helicopters modification POST MOD 0752C05, except helicopters on which Aircraft Maintenance Manual (AMM) task 52-11-00-712 was accomplished on both pilot and co-pilot doors since the last crew door installation.

(d) Subject

Joint Aircraft System Component (JASC) Code 5210, Passenger/Crew Doors.

(e) Reason

This AD was prompted by a report of difficulties when jettisoning the co-pilot door during non-scheduled maintenance. The FAA is issuing this AD to address jamming of the affected door jettisoning mechanism, which could reduce the ability of the flightcrew to evacuate in the event of an emergency situation.

(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 2015-0157, dated July 30, 2015 (EASA AD 2015-0157).

(h) Exceptions to EASA AD 2015-0157

(1) Where EASA AD 2015-0157 refers to its effective date, this AD requires using the effective date of this AD.

(2) The "Remarks" section of EASA AD 2015-0157 does not apply to this AD.

(3) Where EASA AD 2015-0157 refers to flight hours (FH), this AD requires using hours time-in-service.

(4) Where paragraph (2) of EASA AD 2015-0157 provides an option to contact Airbus Helicopters for approved instructions and accomplish those instructions, for this AD, the option is to repair the jettison system in accordance with FAA-approved procedures.

(5) Where the service information referenced in EASA AD 2015-0157 specifies to "speak to Airbus Helicopters," this AD requires repairing the jettison system in accordance with FAA-approved procedures.

(6) Where the service information referenced in EASA AD 2015-0157 specifies to discard certain parts, this AD requires removing the parts from service instead.

(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 Kathleen Arrigotti, Program Manager, Large Aircraft Section, International Validation Branch, Compliance & Airworthiness Division, 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 2015-0157, dated July 30, 2015.

(ii) [Reserved]

(3) For EASA AD 2015-0157, 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-2021-0314.

(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 May 27, 2021.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2021-12482 Filed 6-14-21; 8:45 am]

2021-12-06 Airbus Helicopters: Amendment 39-21593; Docket No. FAA-2017-1036; Product Identifier 2018-SW-015-AD.

(a) Applicability

This airworthiness directive (AD) applies to Airbus Helicopters Model AS-365N2, AS 365 N3, SA-365N, and SA-365N1 helicopters, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as failure of a main gearbox (MGB) planet gear assembly. This condition could result in failure of the MGB and subsequent loss of helicopter control.

(c) Affected ADs

None.

(d) Effective Date

This AD is effective July 20, 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 at least one Type X planet gear assembly with a serial number (S/N) listed in Appendix 4.A. of Airbus Helicopters Alert Service Bulletin ASB No. AS365-05.00.78, Revision 3, dated March 2, 2018 (ASB AS365-05.00.78) installed on the main gearbox (MGB), before further flight, replace the MGB or as an alternative to replacing an affected MGB, replace the epicyclic reduction gear module Post Modification (MOD) 0763C52 in the affected MGB in accordance with paragraph 3.B.2 of the Accomplishment Instructions of Airbus Helicopters Service Bulletin SB No. AS365-63.00.21, Revision 3, dated July 26, 2018 (SB AS365-63.00.21), except you are not required to contact Airbus Helicopters.

(2) For helicopters without any Type X planet gear assembly installed but with at least one Type Y planet gear assembly with an S/N listed in Appendix 4.B. of ASB AS365-05.00.78 installed on the MGB, within 300 hours time-in-service (TIS), or before any gear accumulates 1,300 hours TIS since new, whichever occurs first, replace the MGB or as an alternative to replacing the MGB, replace the epicyclic reduction gear module MOD 0763C52 in the affected MGB in accordance with paragraphs 3.B.2. of the Accomplishment Instructions of SB AS365-63.00.21, except you are not required to contact Airbus Helicopters.

(3) As of the effective date of this AD, do not install an MGB with a Type X or Type Y gear assembly with an S/N listed in Appendix 4.A. or 4.B. of ASB AS365-05.00.78 installed on the MGB, on any helicopter.

(4) For all helicopters, within 10 hours TIS and thereafter before the first flight of the day or at intervals not to exceed 10 hours TIS, whichever occurs first, inspect the lower MGB magnetic plugs for particles.

(i) If there are particles that consist of any scale, flake, or splinter, or particles other than cotter pin fragments, pieces of lock wire, swarf, abrasion, or miscellaneous non-metallic waste and the planet gear assembly has logged less than 50 hours TIS since new, inspect the MGB plugs for particles before further flight and inspect the oil filter for particles within 5 hours TIS. Thereafter, for 25 hours TIS, continue to inspect the MGB plugs for particles before each flight, inspect the oil filter for particles at intervals not to exceed 5 hours TIS, and perform the actions required by paragraphs (f)(4)(ii)(A) through (B) of this AD.

(ii) If there are particles that consist of any scale, flake, or splinter, or particles other than cotter pin fragments, pieces of lock wire, swarf, abrasion, or miscellaneous non-metallic waste and the planet gear assembly has logged more than 50 hours TIS since new, inspect the cumulative surface area of the particles collected from both the magnetic plug and the oil filter, since last MGB overhaul or since new if no overhaul has been performed.

(A) If the total surface area of the particles is less than 3 mm\2\, examine the particles with largest surface area (S), longest particle length (L) and thickest particles (e).

(1) If largest surface area (S) of a particle is less than 1 mm\2\, the L is less than 1.5 mm, and the e is less than 0.2 mm, inspect the MGB plugs for particles before further flight and inspect the oil filter for particles within 5 hours TIS. Thereafter, for 25 hours TIS, continue to inspect the MGB plugs for particles before each flight, inspect the oil filter for particles at intervals not to exceed 5 hours TIS, and perform the actions required by paragraphs (f)(4)(ii)(A) through (B) of this AD.

(2) If largest particle size (S) is greater than 1 mm\2\, the L is greater than 1.5 mm, or the e is greater than 0.2 mm, perform a metallurgical analysis for any 16NCD13 particles using a method in accordance with FAA-approved procedures.

(3) If there are any 16NCD13 particles, replace the MGB with an airworthy MGB.

(4) If there are no 16NCD13 particles, inspect the MGB plugs for particles before further flight and inspect the oil filter for particles within 5 hours TIS. Thereafter, for 25 hours TIS, continue to inspect the MGB plugs for particles before each flight, inspect the oil filter for particles at intervals not to exceed 5 hours TIS, and perform the actions required by paragraphs (f)(4)(ii)(A) through (B) of this AD.

(B) If the total surface area of collected particles is greater than or equal to 3 mm\2\, before further flight, perform a metallurgical analysis for any 6NCD13 particles using a method in accordance with FAA-approved procedures.

(1) If there are any 16NCD13 particles, before further flight, replace the MGB with an airworthy MGB.

(2) If there are no 16NCD13 particles, inspect the MGB plugs for particles before further flight and inspect the oil filter for particles within 5 hours TIS. Thereafter, for 25 hours TIS, continue to inspect the MGB plugs for particles before each flight, inspect the oil filter for particles at intervals not to exceed 5 hours TIS, and perform the actions required by paragraphs (f)(4)(ii)(A) through (B) of this AD.

(g) Special Flight Permits

Special flight permits may be permitted provided that there are no passengers on board.

(h) 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 (i)(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.

(i) Additional Information

(1) For more information about this AD, contact Rao Edupuganti, Aviation Safety Engineer, Dynamic Systems Section, Technical Innovation Policy Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5110; email rao.edupuganti@faa.gov.

(2) The subject of this AD is addressed in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2017-0116R2, dated March 2, 2018.You may view the EASA AD at https://www.regulations.gov in Docket No. FAA-2017-1036.

(j) Subject

Joint Aircraft Service Component (JASC) Code: 6300, Main Rotor Drive System.

(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) Airbus Helicopters Alert Service Bulletin ASB No. AS365-05.00.78, Revision 3, dated March 2, 2018.

(ii) Airbus Helicopters Service Bulletin SB No. AS365-63.00.21, Revision 3, dated July 26, 2018.

(3) For Airbus Helicopters 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 May 27, 2021.

Ross Landes,

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

[FR Doc. 2021-12461 Filed 6-14-21; 8:45 am]

2021-12-10 Leonardo S.p.a.: Amendment 39-21597; Docket No. FAA-2021-0452; Project Identifier MCAI-2021-00388-R.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Leonardo S.p.a. Model AB139 and AW139 helicopters, certificated in any category, with 3-stretcher kit part number 139084-501 installed.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 1100, Placards and Markings.

(e) Unsafe Condition

This AD was prompted by a report of a design deficiency which affects the primary stretcher unit of the 3-stretcher kit. The FAA is issuing this AD to address a design deficiency which affects the primary stretcher unit of the 3-stretcher kit. The unsafe condition, if not addressed, could lead, in case of an emergency landing, to failure of the primary stretcher, possibly resulting in injury to helicopter occupants.

(f) Compliance

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

(g) Required Actions

Within 30 hours time-in-service (TIS) after the effective date of this AD, install a placard on the primary stretcher in accordance with the Accomplishment Instructions of Aerolite Alert Service Bulletin ASB-21-006, dated March 16, 2021.

(h) 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 (i)(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.

(i) Related Information

(1) For more information about this AD, contact Andrea Jimenez, Aerospace Engineer, COS Program Management Section, Operational Safety Branch, Compliance & Airworthiness Division, FAA, 1600 Stewart Ave., Mail Stop: Room 410, Westbury, NY 11590; phone: (516) 228-7330; email: andrea.jimenez@faa.gov.

(2) For service information identified in this AD, contact Aerolite AG, Aumühlestrasse 10, CH-6373 Ennetbürgen, Switzerland; phone: +41 (0)41 624 58 58; fax: +41 (0)41 624 58 59; email: info@aerolite.ch. You may view this referenced 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.

(3) The subject of this AD is addressed in European Union Aviation Safety Agency (EASA) AD 2021-0095, dated March 31, 2021. You may view the EASA AD at https://www.regulations.gov in Docket No. FAA-2021-0452.

(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) Aerolite Alert Service Bulletin ASB-21-006, dated March 16, 2021.

(ii) [Reserved]

(3) For Aerolite AG service information identified in this AD, contact Aerolite AG, Aumühlestrasse 10, CH-6373 Ennetbürgen, Switzerland; phone: +41 (0)41 624 58 58; fax: +41 (0)41 624 58 59; email: info@aerolite.ch.

(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 May 28, 2021.

Ross Landes,

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

[FR Doc. 2021-11961 Filed 6-3-21; 4:15 pm]

2021-13-07 GE Aviation Czech s.r.o (Type Certificate previously held by WALTER Engines a.s., Walter a.s., and MOTORLET a.s.): Amendment 39-21612; Docket No. FAA-2021-0499; Project Identifier MCAI-2021-00571-E.

(a) Effective Date

This airworthiness directive (AD) is effective June 30, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to GE Aviation Czech s.r.o. (GEAC) M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, and M601F model turboprop engines.

(d) Subject

Joint Aircraft System Component (JASC) Code 7200, Engine (Turbine/Turboprop).

(e) Unsafe Condition

This AD was prompted by the manufacturer finding errors in the Airworthiness Limitation Section (ALS) of the Engine Maintenance Manual (EMM), including errors in the formula to determine the consumed equivalent flight cycles (FCs) of critical parts and errors with certain part numbers (P/Ns). The manufacturer also determined that the life limit of compressor case, P/N M601-154.61, installed on certain GEAC M601E model engines is not listed in the ALS of the applicable EMM. The FAA is issuing this AD to prevent the failure of the engine. The unsafe condition, if not addressed, could result in uncontained release of a critical part, damage to the engine, and damage to the airplane.

(f) Compliance

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

(g) Required Actions

(1) For all affected GEAC model turboprop engines, within one FC after the effective date of this AD, perform all actions in the Accomplishment Instructions, paragraphs 2.1 through 2.3, of GE Aviation Czech Alert Service Bulletin (ASB) ASB-M601F-72-00-00-0057 [00], ASB-M601E-72-00-00-0106 [00], ASB-M601D-72-00-00-0075 [00], and ASB-M601Z-72-00-00-0057 [00] (single document; formatted as service bulletin identifier [revision number]) (the ASB), dated May 7, 2021.

(2) For GEAC M601E-11, M601E-11A, and M601F model turboprop engines listed in Attachment 1, Group 1 Engines Serial Numbers, in the ASB, before the recalculated life exceeds the critical part's life limit or within one FC after the effective date of this AD, whichever occurs later, replace each critical part.

(3) For GEAC M601D-11, M601E-11AS, and M601E-11S model turboprop engines, before the recalculated life exceeds the critical part's life limit or within 30 days after the effective date of this AD, whichever occurs later, replace each critical part.

(4) For GEAC M601E-11, M601E-11A, M601E-11AS, and M601E-11S model turboprop engines, before the compressor case, P/N M601-154.61, accumulates 11,000 equivalent FCs or within 350 flight hours from the effective date of this AD, whichever occurs first, remove the compressor case from service and replace it with compressor case, P/N M601-154.6 or P/N M601-154.65.

(h) Installation Prohibition

After the effective date of this AD, do not install onto any airplane an engine with a critical part having a recalculated life that exceeds the critical part's life limit as specified in the Airworthiness Limitation Section (ALS) of the applicable EMM.

(i) No Reporting Requirement

The reporting requirement in the Accomplishment Instructions, paragraph 2.2.1.4., of the ASB, is not required by this AD.

(j) Definitions

(1) For the purpose of this AD, a “critical part” is an engine part listed in paragraph 2.3.1, Table B–List of Critical Parts and the Accelerating Factor, of the ASB.

(2) For the purpose of this AD, “recalculated life” is the consumed life of the critical part using the recalculation required by (g)(1) of this AD.

(3) For the purpose of this AD, where the ASB says the “applicable Airworthiness Limitation Section” use the following:

(i) For affected model engines M601D-1, M601D-11, M601D-11NZ, M601D-2, M601Z: “the ALS section of GE Aviation Engine Maintenance Manual 0982309.”

(ii) For affected model engines M601E-11, M601E-11S, M601E-11A, M601E-11AS, M601F, M601FS: “the ALS section of GE Aviation Engine Maintenance Manual 0982302.”

(k) 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.

(l) Related Information

(1) For more information about this AD, contact Barbara Caufield, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238-7146; fax: (781) 238-7199; email: barbara.caufield@faa.gov.

(2) Refer to European Union Aviation Safety Agency (EASA) Emergency AD 2021-0125-E, dated May 7, 2021, for more information. You may examine the EASA AD in the AD docket at https://www.regulations.gov by searching for and locating it in Docket No. FAA-2021-0499.

(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 the AD specifies otherwise.

(i) GE Aviation Czech Alert Service Bulletin (ASB) ASB-M601F-72-00-00-0057 [00], ASB-M601E-72-00-00-0106 [00], ASB-M601D-72-00-00-0075 [00], and ASB-M601Z-72-00-00-0057 [00] (single document; formatted as service bulletin identifier [revision number]), dated May 7, 2021.

(ii) [Reserved]

(3) For GE Aviation Czech service information identified in this AD, contact GE Aviation Czech s.r.o., Beranovych 65, 199 00 Praha 18, Letnany, Czech Republic; phone: +420 222 538 111; fax: +420 222 538 222.

(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 June 10, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-12659 Filed 6-11-21; 11:15 am]