FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

SMALL AIRPLANES, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2021-15

7/5/2021 - 7/18/2021

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

CHANGE OF ADDRESS NOTICE

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

Please allow one month for an address change.

MAIL YOUR ADDRESS CHANGE TO:

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

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

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

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

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

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

2021-13-07		GE Aviation Czech s.r.o	M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, and M601F
Biweekly 2021-14			
2021-11-25		Airbus Helicopters	AS350B3 and EC130T2
2021-12-08		Airbus Helicopters Deutschland GmbH	MBB-BK 117 D-2
2021-12-09		Airbus Helicopters Deutschland GmbH	MBB-BK 117 D-2
2021-12-16		Airbus Helicopters Deutschland GmbH	MBB-BK117 C-2 and MBB-BK117 D-2
2021-13-01		Leonardo S.p.a.	AB139 and AW139; AW189
2021-13-15		Bell Textron Canada Limited	429
2021-13-21		Leonardo S.p.a.	AB139, AW139, and AW189
Biweekly 2021-15			
2021-13-03		Safran Helicopter Engines, S.A.	Arriel 2B, 2B1, 2C, 2C1, 2C2, 2S1 and 2S2
2021-13-04		Airbus Helicopters	AS332C, AS332C1, AS332L, and AS332L1
2021-13-05		Airbus Helicopters Deutschland GmbH	EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, and EC135T3
2021-13-08		Safran Helicopter Engines, S.A.	Arriel 2C and Arriel 2S1g
2021-13-09		Airbus Helicopters	SA330J
2021-13-14		Airbus Helicopters Deutschland GmbH	BO-105A, BO-105C, BO-105S, and BO-105LS A-3
2021-13-17	R 2017-17-01	Airbus Helicopters	AS332L2 and EC225LP
2021-13-19	R 2014-11-02	Airbus Helicopters	SA-365N, SA-365N1, AS-365N2, and AS 365 N3
2021-14-02		Aircraft Industries a.s.	L-420, L 410 UVP-E20, and L 410 UVP-E20 CARGO
2021-14-05		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
2021-14-07	R 2003-25-01	Airbus Helicopters	AS332C, AS332C1, AS332L, and AS332L1; AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350D, AS355E, AS355F, AS355F1, AS355F2, and AS355N
2021-14-12		True Flight Holdings LLC	AA-1, AA-1A, AA-1B, AA-1C, and AA-5
2021-14-14		Leonardo S.p.a.	AW119 MKII
2021-14-15	R 2002-08-16	Airbus Helicopters, Eurocopter France	SA341G and SA342J; SA-360C
2021-15-51	E	Bell Textron Inc.	204B, 205A, 205A-1, 205B, and 212
2021-15-52	E	Various Manufactures	HH-1K; TH-1F; TH-1L; UH-1A; UH-1B; UH-1E; UH-1F; UH-1H; UH-1H; UH-1L; UH-1P

2021-13-03 Safran Helicopter Engines, S.A. (Type Certificate previously held by Turbomeca, S.A.): Amendment 39-21608; Docket No. FAA-2020-1180; Project Identifier MCAI-2020-00517-E.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Safran Helicopter Engines, S.A. (Type Certificate previously held by Turbomeca, S.A.) Arriel 2B, 2B1, 2C, 2C1, 2C2, 2S1 and 2S2 model turboshaft engines with a fuel filter pre-blockage pressure switch, part number 9 550 17 200 0, and serial number (S/N) 00001 to 12753, inclusive, and S/N A0001 to A0247, inclusive, installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 7321, Fuel Control/Turbine Engines.

(e) Unsafe Condition

This AD was prompted by reports from the manufacturer of non-conforming fuel filter pre-blockage pressure switches manufactured before December 2016. The FAA is issuing this AD to prevent the non-conformity of the fuel filter pre-blockage pressure switch, which can cause its non-activation in case of fuel system contamination, with consequent opening of the by-pass without indication in the cockpit. The unsafe condition, if not addressed, could result in uncommanded in-flight shut-down of the engine, an emergency autorotation landing on a single engine helicopter, or an uncommanded in-flight shut-down of both engines on a twin engine helicopter.

(f) Compliance

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

(g) Required Actions

(1) After the effective date of this AD, during the pre-flight inspection for the first flight of each day the engine is operated, perform a visual inspection of the fuel filter by-pass indicator to determine if the fuel filter by-pass indicator pop-up has been activated.

(2) Within the next 300 hydro-mechanical metering unit (HMU) operating hours or 180 days after the effective date of this AD, whichever occurs first, perform an operational test of the fuel filter pre-blockage pressure switch in accordance with Task 73-23-01-750-801-A01–Pre-Blockage

Pressure Switch of the Fuel Filter Tests (Electrical), dated November 30, 2012, (the Task) from the Turbomeca Arriel 2 S1 Maintenance Manual.

(3) During any visual inspection required by paragraph (g)(1) of this AD, if the fuel filter by-pass indicator pop-up has been activated or, during the operational test required by paragraph (g)(2) of this AD, any discrepancy is detected as described by the Task, before next flight, replace the fuel filter pre-blockage pressure switch with a part eligible for installation.

(4) The actions required by paragraph (g)(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 records must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

(h) Terminating Action

Passing the operational test (no failure detected) of the fuel filter pre-blockage pressure switch, as required by paragraph (g)(2) of this AD, or replacement of the fuel filter pre-blockage pressure switch with a part eligible for installation, constitutes a terminating action for the repetitive visual inspections required by paragraph (g)(1) of this AD for that engine.

(i) Definition

A part eligible for installation is a fuel filter pre-blockage pressure switch that is not listed in the Applicability, paragraph (c), of this AD, or a fuel filter pre-blockage pressure switch that has passed the operational test (no discrepancies detected) required by paragraph (g)(2) of this AD.

(j) Alternative Methods of Compliance (AMOCs)

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

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

(k) Related Information

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

(2) Refer to EASA AD 2019-0180, dated July 25, 2019, for more information. You may examine the EASA AD in the AD docket at https://www.regulations.gov by searching for and locating Docket No. FAA-2020-1180.

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

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

(i) Task 73-23-01-750-801-A01–Pre-Blockage Pressure Switch of the Fuel Filter Tests (Electrical), dated November 30, 2012, from the Turbomeca Arriel 2 S1 Maintenance Manual.

(ii) [Reserved]

(3) For Turbomeca service information identified in this AD, contact Safran Helicopter Engines, S.A., Avenue du 1er Mai, Tarnos, France; phone: +33 (0) 5 59 74 40 00.

(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 July 1, 2021.

Ross Landes,

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

[FR Doc. 2021-14520 Filed 7-8-21; 8:45 am]

2021-13-04 Airbus Helicopters: Amendment 39-21609; Docket No. FAA-2021-0333; Project Identifier MCAI-2020-00252-R.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Helicopters Model AS332C, AS332C1, AS332L, and AS332L1 helicopters, certificated in any category, with a tail rotor hub (TRH) assembly, having part number (P/N) 332A33-0001-05 or P/N 332A33-0001-06, installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 6420, Tail rotor head.

(e) Reason

This AD was prompted by a report of a yaw control failure that was the result of a disconnection of the TRH pitch control rod from the tail rotor servo-control, which resulted from a seized TRH bearing. The TRH bearing had grease dissolving after contamination by leaked hydraulic fluid from the tail rotor servo-control that came through the TRH assembly boot. The FAA is issuing this AD to address seized TRH bearings, which could reduce the effectiveness of the pitch control of the tail rotor system, possibly resulting in reduced yaw control of the helicopter.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2020-0021, dated February 6, 2020 (EASA AD 2020-0021).

(h) Exceptions to EASA AD 2020-0021

(1) Where EASA AD 2020-0021 refers to its effective date, this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2020-0021 does not apply to this AD.

(3) Where EASA AD 2020-0021 refers to flight hours (FH), this AD requires using hours time-in-service.

(4) Where paragraph (1) of EASA AD 2020-0021 requires doing inspections “in accordance with the instructions of the ASB [alert service bulletin],” this AD requires accomplishing a visual inspection for any hydraulic fluid leak at the TRH boot.

(5) Where EASA AD 2020-0021 refers to February 28, 2004 (the effective date of Direction Générale de l'Aviation Civile (DGAC) AD F-2004-031, dated February 18, 2004), this AD requires using 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) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@faa.gov.

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

(j) Related Information

For more information about this AD, contact Hal Jensen, Aerospace Engineer, Operational Safety Branch, Compliance & Airworthiness Division, FAA, 950 L'Enfant Plaza N SW, Washington, DC 20024; phone: (202) 267-9167; email: hal.jensen@faa.gov.

(k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

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

(i) European Union Aviation Safety Agency (EASA) AD 2020-0021, dated February 6, 2020.

(ii) [Reserved]

(3) For EASA AD 2020-0021, 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 material on the EASA website at https://ad.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-2021-0333.

(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 10, 2021.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2021-14340 Filed 7-6-21; 8:45 am]

2021-13-05 Airbus Helicopters Deutschland GmbH: Amendment 39-21610; Docket No. FAA-2019-0293; Product Identifier 2017-SW-052-AD.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Helicopters Deutschland GmbH Model EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, and EC135T3 helicopters with serial number (S/N) up to and including 1254 (except S/N 1235), certificated in any category.

(d) Subject

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

(e) Unsafe Condition

This AD defines the unsafe condition as interference between the tail rotor (T/R) control bearing connection close-tolerance bolt and the helicopter structure, which could lead to blockage of the pedal controlling the T/R thrust. This condition could result in loss of T/R control, prompting a forced landing.

(f) Compliance

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

(g) Required Actions

Within 360 hours time-in-service, modify the T/R control by installing a Teflon washer and perform a functional test of the modification in accordance with the Accomplishment Instructions, paragraphs 3.B.2 through 3.B.4.2., of Airbus Helicopters Alert Service Bulletin ASB EC135-67A-031, Revision 0, dated March 30, 2017. If, during the functional test, the clearance between the end of the close-tolerance bolt, castellated nut, and the lower stringer is less than 1.0 mm, repair in accordance with FAA-approved procedures.

(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 David Hatfield, Aviation Safety Engineer, Aircraft Systems Section, Technical Innovation Policy Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5110; email david.hatfield@faa.gov.

(2) The subject of this AD is addressed in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2017-0147, dated August 10, 2017. You may view the EASA AD at https://www.regulations.gov in Docket No. FAA-2019-0293.

(j) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

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

(i) Airbus Helicopters Alert Service Bulletin ASB EC135-67A-031, Revision 0, dated March 30, 2017.

(ii) [Reserved]

(3) For Airbus Helicopters service information identified in this AD, contact Airbus Helicopters, 2701 North 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 June 10, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-14343 Filed 7-6-21; 8:45 am]

2021-13-08 Safran Helicopter Engines, S.A. (Type Certificate Previously Held by Turbomeca, S.A.): Amendment 39-21613; Docket No. FAA-2021-0100; Project Identifier MCAI-2020-00309-E.

(a) Effective Date

This airworthiness directive (AD) is effective August 19, 2021.

(b) Affected ADs

None.

(c) Applicability

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

(d) Subject

Joint Aircraft System Component (JASC) Code 7321, Fuel Control/Turbine Engines.

(e) Unsafe Condition

This AD was prompted by reports of error messages of the full authority digital engine control (FADEC) B digital engine control unit (DECU), caused by blistering of the varnish on the DECU circuit board. The FAA is issuing this AD to prevent failure of the FADEC B DECU. The unsafe condition, if not addressed, could result in loss of engine thrust control and reduced control of the helicopter.

(f) Compliance

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

(g) Required Actions

For affected engines having an installed FADEC B DECU with a serial number (S/N) identified in Safran Helicopter Engines Note Technique AA187866, Version A, dated 18 Octobre 2019 [Octobre 18, 2019] (the Note Technique), within 1,400 engine operating hours after the effective date of this AD, replace the FADEC B DECU with a part eligible for installation.

(h) Installation Prohibition

After the effective date of this AD, do not install onto any engine a FADEC B DECU having an S/N listed in the Note Technique.

(i) Definition

For the purpose of this AD, a part eligible for installation is a FADEC B DECU that does not have an S/N listed in the Note Technique.

(j) Alternative Methods of Compliance (AMOCs)

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

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

(k) Related Information

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

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2020-0046, dated March 4, 2020, for more information. You may examine the EASA AD in the AD docket at https://www.regulations.gov by searching for and locating Docket No. FAA-2021-0100.

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

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

(i) Safran Helicopter Engines Note Technique AA187866, Version A, dated 18 Octobre 2019 [October 18, 2019].

(ii) [Reserved]

(3) For Safran Helicopter Engines, S.A. service information identified in this AD, contact Safran Helicopter Engines, S.A., Avenue du 1er Mai, 40220 Tarnos, France; phone: +33 (0) 5 59 74 40 00.

(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 July 9, 2021.

Gaetano A. Sciortino,

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

[FR Doc. 2021-15041 Filed 7-14-21; 8:45 am]

2021-13-09 Airbus Helicopters: Amendment 39-21614; Docket No. FAA-2021-0297; Project Identifier 2019-SW-062-AD.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

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

(d) Subject

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

(e) Reason

This AD was prompted by reports of the failure of the lower bearing cage of the main rotor hub (MRH) flapping hinges and of the presence of metallic particles at the bottom of a drag hinge. The FAA is issuing this AD to address failure of the lower bearing cage of the MRH flapping hinges and presence of metallic particles at the bottom of a drag hinge, which could lead to loss of flapping hinge function, resulting in MRH unbalance and loss of control of the helicopter.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2019-0157, dated July 3, 2019 (EASA AD 2019-0157).

(h) Exceptions to EASA AD 2019-0157

(1) Where EASA AD 2019-0157 refers to its effective date, this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2019-0157 does not apply to this AD.

(3) Where EASA AD 2019-0157 refers to flight hours (FH), this AD requires using hours time-in-service.

(4) Although the service information referenced in EASA AD 2019-0157 specifies to discard certain parts, this AD requires removing those parts from service.

(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 during the day under visual flight rules with no passengers are onboard.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the International Validation Branch, send it to the attention of the person identified in paragraph (k) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@faa.gov.

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

(k) Related Information

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

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

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

(i) European Union Aviation Safety Agency (EASA) AD 2019-0157, dated July 3, 2019.

(ii) [Reserved]

(3) For EASA AD 2019-0157, 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-2021-0297.

(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 July 2, 2021.

Gaetano A. Sciortino,

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

[FR Doc. 2021-14688 Filed 7-9-21; 8:45 am]

2021-13-14 Airbus Helicopters Deutschland GmbH (AHD): Amendment 39-21619; Docket No. FAA-2021-0308; Project Identifier MCAI-2020-00594-R.

(a) Effective Date

This airworthiness directive (AD) is effective August 17, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Helicopters Deutschland GmbH (AHD) Model BO-105A, BO-105C, BO-105S, and BO-105LS A-3 helicopters, certificated in any category, as identified in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2015-0017 dated February 4, 2015 (EASA AD 2015-0017).

(d) Subject

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

(e) Reason

This AD was prompted by uncommanded activation of the hoist cable cutter function on an MBB-BK117 C-1 helicopter which prompted a design review of the BO105 hoist control grip with coiled cable. The FAA is issuing this AD to prevent uncommanded cutting of the hoist cable and subsequent injury to persons being lifted by the hoist 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 2015-0017.

(h) Exceptions to EASA AD 2015-0017

(1) Where EASA AD 2015-0017 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where Note 1 of EASA AD 2015-0017 specifies a non-cumulative compliance time tolerance of 10% for certain required compliance times, this AD does not allow this tolerance.

(3) Where paragraph (1) of EASA AD 2015-0017 specifies a compliance time of "not to exceed 30 days", this AD requires a compliance time of within 13 hours time-in-service.

(4) Where paragraph (4) of EASA AD 2015-0017 specifies a compliance time of "within 9 months", this AD requires a compliance time of within 108 hours time-in-service.

(5) Where paragraph (5) of EASA AD 2015-0017 specifies a compliance time of "within 3 months", this AD requires a compliance time of within 36 hours time-in-service.

(6) Where paragraph (3) of EASA AD 2015-0017 specifies replacing a part with a serviceable part, this AD requires removing the part from service.

(7) Where the service information referenced in EASA AD 2015-0017 specifies to use tooling, equivalent tooling may be used.

(8) Where the service information referenced in paragraph (2) of EASA AD 2015-0017 specifies a visual check of the control grip coiled cable, this AD requires, before next flight after the effective date of this AD involving a hoist operation, visually checking the control grip with coiled cable for mechanical damage including deformed or damaged switches, damaged housing, abrasion, cracks, and cuts. These visual checks may be performed by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the aircraft records showing compliance with this AD in accordance with 14 CFR 43.9(a)(1) through (4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

(9) Where EASA AD 2015-0017 refers to November 10, 2014, the effective date of EASA AD 2014-0235, this AD requires using the effective date of this AD.

(10) The "Remarks" section of EASA AD 2015-0017 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 Blaine Williams, Aerospace Engineer, Cabin Safety & Environmental Systems Section, Los Angeles ACO Branch, Compliance & Airworthiness Division, 3960 Paramount Blvd., Lakewood, CA 90712; telephone (562) 627-5371; email blaine.williams@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 2015-0017, dated February 4, 2015.

(ii) [Reserved]

(3) For EASA AD 2015-0017, 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-2021-0308.

(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 16, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-14778 Filed 7-12-21; 8:45 am]

2021-13-17 Airbus Helicopters: Amendment 39-21622; Docket No. FAA-2020-1033; Project Identifier MCAI-2020-01393-R.

(a) Effective Date

This airworthiness directive (AD) is effective August 17, 2021.

(b) Affected ADs

This AD removes AD 2017-17-01, Amendment 39-18991 (82 FR 39506, August 21, 2017) (AD 2017-17-01).

(c) Applicability

This AD applies to all Airbus Helicopters Model AS332L2 and EC225LP helicopters, certificated in any category.

(d) Subject

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

(e) Reason

This AD was prompted by a report of three cracked main rotor blade (MRB) attachment pins. The FAA is issuing this AD to address cracked MRB attachment pins which could result in loss of an MRB 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 2018-0172, dated August 7, 2018 (EASA AD 2018-0172).

(h) Exceptions to EASA AD 2018-0172

(1) Where EASA AD 2018-0172 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2018-0172 refers to February 13, 2015 (the effective date of EASA AD 2015-0016, dated January 30, 2015), this AD requires using September 25, 2017 (the effective date of AD 2017-17-01).

(3) The "Remarks" section of EASA AD 2018-0172 does not apply to this AD.

(4) Where paragraph (1) of EASA AD 2018-0172 specifies to inspect each affected part, for this AD, prior to the inspection for corrosion, inspect the protective coating on the inside of the attachment pin for scratches and missing protective coating. If there is any scratch or any missing protective coating, prior to the inspection for corrosion, sand the attachment pin to remove the varnish in the area depicted as "Area A" in Figure 1 of the "applicable ASB" as defined in EASA AD 2018-0172.

(5) Where paragraph (3) of EASA AD 2018-0172 requires removing corrosion, for this AD, if there is any corrosion pitting, before further flight, replace the affected attachment pin. Do not sand the attachment pin to remove a corrosion pit.

(6) Although the service information referenced in EASA AD 2018-0172 specifies to do a non-destructive inspection if in doubt about whether there is a crack, that action is not required by this AD.

(7) Although the service information referenced in EASA AD 2018-0172 specifies contacting Airbus Helicopters if any attachment pin with a crack is found and returning that part to Airbus Helicopters, those actions are not required by this AD.

(8) Although the service information referenced in EASA AD 2018-0172 specifies discarding certain parts, that action is not required by this AD.

(9) Where EASA AD 2018-0172 refers to flight hours (FH), this AD requires using hours time-in-service.

(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 Katherine Venegas, Aviation Safety Engineer, Cabin Safety, Mechanical and Environmental Systems Section, Los Angeles ACO Branch, FAA, 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: 562-627-5353; email: katherine.venegas@faa.gov.

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

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

(i) European Aviation Safety Agency (EASA) AD 2018-0172, dated August 7, 2018.

(ii) [Reserved]

(3) For EASA AD 2018-0172, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: ADs@easa.europa.eu; internet: www.easa.europa.eu. You may find this EASA AD on the EASA website at https://ad.easa.europa.eu.

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call 817-222-5110. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2020-1033.

(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 17, 2021.

Gaetano A. Sciortino,

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

[FR Doc. 2021-14775 Filed 7-12-21; 8:45 am]

2021-13-19 Airbus Helicopters: Amendment 39-21624; Docket No. FAA-2021-0195; Project Identifier MCAI-2020-00262-R.

(a) Applicability

This airworthiness directive (AD) applies to Airbus Helicopters Model SA-365N, SA-365N1, AS-365N2, and AS 365 N3 helicopters, certificated in any category, except helicopters with Eurocopter modification (MOD) 53C17 or MOD 53D02, or Airbus Helicopters MOD 07 53D21 or MOD 07 53D22, installed.

(b) Unsafe Condition

This AD defines the unsafe condition as a crack in frame number (No.) 9, which if not detected and corrected, could result in failure of frame No. 9, loss of structural integrity, and subsequent loss of control of the helicopter.

(c) Affected ADs

This AD replaces AD 2014-11-02, Amendment 39-17852 (79 FR 33050, June 10, 2014).

(d) Effective Date

This AD is effective August 17, 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 that have any repair or alteration to the frame No. 9, within 10 hours time-in-service (TIS) after the effective date of this AD and thereafter at intervals not to exceed 110 hours TIS, using a 10X or higher power magnifying glass, inspect the left-hand (LH) and right-hand (RH) frame No. 9 for a crack in the area of the latch support and stretcher support, as depicted in Figure 1 of Airbus Helicopters Emergency Alert Service Bulletin EASB No. 05.00.63, Revision 2, dated December 20, 2018 (EASB 05.00.63).

(2) For all other helicopters, within 110 hours TIS after the effective date of this AD and thereafter at intervals not to exceed 110 hours TIS, perform the inspection in paragraph (f)(1) of this AD.

(3) If there is a crack, before further flight, repair the frame No. 9. Repairing a frame is not terminating action for the repetitive inspections required by paragraphs (f)(1) and (2) of this AD.

(4) As an optional terminating action for the repetitive inspections required by paragraphs (f)(1) and (2) of this AD, replace the upper section of frame No. 9 with a reinforced frame, Eurocopter MOD 53C17 or MOD 53D02, or Airbus Helicopters MOD 07 53D21 or MOD 07 53D22.

(g) Special Flight Permits

Special flight permits to a repair facility may be issued provided that the flight does not exceed 10 hours TIS, any crack does not exceed a maximum crack length of 80 mm, and no passengers are onboard.

(h) Credit for Previous Actions

You may take credit for the actions required by paragraphs (f)(1) and (2) of this AD if you performed them before the effective date of this AD using Eurocopter Emergency Alert Service Bulletin EASB No. 05.00.63, Revision 1, dated June 18, 2012.

(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 office, 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 Matthew 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) Eurocopter Emergency Alert Service Bulletin EASB No. 05.00.63, Revision 1, dated June 18, 2012, 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 (l)(3) and (4) of this AD.

(3) The subject of this AD is addressed in European Union Aviation Safety Agency (EASA) AD 2012-0108R1, dated September 19, 2019. You may view the EASA AD on the internet at https://www.regulations.gov in Docket No. FAA-2021-0195.

(k) Subject

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

(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) Airbus Helicopters Emergency Alert Service Bulletin EASB No. 05.00.63, Revision 2, dated December 20, 2018.

(ii) [Reserved]

Note 1 to paragraph (l)(2)(ii): Airbus Helicopters Emergency Alert Service Bulletin EASB No. 05.00.63, Revision 2, dated December 20, 2018 is co-published as one document along with Airbus Helicopters Emergency Alert Service Bulletin EASB No. 05.00.30, Revision 2, dated December 20, 2018, which is not incorporated by reference in this AD.

(3) For service information identified in this AD, contact Airbus Helicopters, 2701 North 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 June 17, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-14777 Filed 7-12-21; 8:45 am]

2021-14-02 Aircraft Industries a.s.: Amendment 39-21629; Docket No. FAA-2021-0510; Project Identifier 2019-CE-058-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective August 2, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Aircraft Industries a.s. Models L-420, L 410 UVP-E20, and L 410 UVP-E20 CARGO airplanes, all serial numbers, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 3250, Landing Gear Steering System.

(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 cracking of the retaining bolt on the nose landing gear (NLG) control. The FAA is issuing this AD to prevent loss of the NLG vertical pin, which, if not addressed, could result in reduced airplane control during taxing, takeoff, and landing.

(f) Compliance

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

(g) Inspection and Replacement

(1) Within 30 days after the effective date of this AD, inspect the NLG to determine if vertical pin part number (P/N) L3 223 016 with retaining bolt is installed on the NLG steering lever assembly. If vertical pin P/N L3 223 016 is installed, before further flight, replace the vertical pin with vertical pin P/N L3 223 316 by following sections B. and C. of the Instruction for Implementation in LET Aircraft Industries Mandatory Bulletin SB No. L-420/021a, Revision 1, dated October 29, 2019; or LET Aircraft Industries Mandatory Bulletin SB No. L410UVP-E/144a, Revision 1, dated October 29, 2019, as applicable to your airplane model.

(2) As of the effective date of this AD, do not install a vertical pin P/N L3 223 016 in the NLG steering lever assembly on any airplane.

(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 Related Information, paragraph (i)(1) of this AD or email: 9-AVS-AIR-730-AMOC@faa.gov.

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

(i) Related Information

(1) For more information about this AD, contact Doug Rudolph, Aviation Safety Engineer, General Aviation & Rotorcraft Section, International Validation Branch, FAA, 901 Locust, Room 301, Kansas City, MO 64106; phone: (816) 329-4059; fax: (816) 329-4090; email: doug.rudolph@faa.gov.

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2020-0308, dated December 18, 2019, 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-2021-0510.

(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) LET Aircraft Industries Mandatory Bulletin SB No. L-420/021a, Revision 1, dated October 29, 2019.

(ii) LET Aircraft Industries Mandatory Bulletin SB No. L410UVP-E/144a, Revision 1, dated October 29, 2019.

(3) For service information identified in this AD, contact Aircraft Industries, a.s., 686 04 Kunovice, Czech Republic; phone: +420 572 817 664; fax: +420 572 816 112; email: pps@let.cz; website: http://www.let.cz/en/bulletin.

(4) You may view this referenced 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. It is also available at https://www.regulations.gov by searching for locating Docket No. FAA-2021-0510.

(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 21, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-13637 Filed 7-9-21; 8:45 am]

2021-14-05 Airbus Helicopters Deutschland GmbH: Amendment 39-21632; Docket No. FAA-2021-0335; Project Identifier MCAI-2020-01665-R.

(a) Effective Date

This airworthiness directive (AD) is effective August 18, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all 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.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 6210, Main Rotor Blades.

(e) Unsafe Condition

This AD was prompted by a report of sudden severe vibrations and a cracked open blade trailing edge caused by a loosened lead inner weight. The FAA is issuing this AD to address bolted lead inner weights of the main rotor blade, which could loosen and cause cracking of the open blade trailing edge. The unsafe condition, if not addressed, could result in loss of control of the helicopter.

(f) Compliance

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

(g) Required Actions

Within 30 days after the effective date of this AD, review the log card (or equivalent record) and visually inspect each main rotor blade to determine if any bolted main rotor blades (i.e., main rotor blade with bolted lead inner weight) are installed in accordance with paragraphs 2.A.1., 2.B.1., 2.B.2., and 2.B.3. of the Accomplishment Instructions of Eurocopter Alert Service Bulletin No. ASB-MBB-BK117-10-125, dated February 14, 2005. If during the review, the total hours time-in-service (TIS) cannot be positively determined, this AD requires treating that part as having accumulated more than 3,000 total hours TIS. If any bolted main rotor blade (i.e., main rotor blade with bolted lead inner weight) is installed, replace the main rotor blade in accordance with paragraph 2.B.4. of the Accomplishment Instructions of Eurocopter Alert Service Bulletin ASB-MBB-BK117-10-125, dated February 14, 2005, as follows:

(1) For a bolted main rotor blade that has accumulated less than 2,300 total hours TIS on the blade since bolting of the lead inner weight as of the effective date of this AD: Before accumulating 2,500 total hours TIS on the blade since bolting of the lead inner weights.

(2) For a bolted main rotor blade that has accumulated 2,300 total hours TIS up to 3,000 total hours TIS inclusive, on the blade since bolting of the lead inner weight as of the effective date of this AD: Within 200 hours TIS after the effective date of this AD.

(3) For a bolted main rotor blade that has accumulated more than 3,000 total hours TIS on the blade since bolting of the lead inner weight as of the effective date of this AD: Within 50 hours TIS after the effective date of this AD.

(h) Contacting the Manufacturer To Determine TIS

Where Eurocopter Alert Service Bulletin ASB-MBB-BK117-10-125, dated February 14, 2005, specifies to send a form to the manufacturer to determine TIS since bolting, this AD does not include that requirement.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the International Validation Branch, send it to the attention of the person identified in paragraph (j)(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 Kathleen Arrigotti, Aerospace Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3218; email: kathleen.arrigotti@faa.gov.

(2) The subject of this AD is addressed in Luftfahrt-Bundesamt German AD D-2005-115, effective March 15, 2005. You may view the Luftfahrt-Bundesamt German AD at https://www.regulations.gov in Docket No. FAA-2021-0335.

(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) Eurocopter Alert Service Bulletin No. ASB-MBB-BK117-10-125, dated February 14, 2005.

(ii) [Reserved]

(3) For service information identified in this AD, contact Airbus Helicopters, 2701 N Forum Drive, Grand Prairie, TX 75052; phone: 972-641-0000 or 800-232-0323; fax: 972-641-3775; or at https://www.airbus.com/helicopters/services/-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 July 8, 2021.
Gaetano A. Sciortino,
Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2021-14925 Filed 7-13-21; 8:45 am]

2021-14-07 Airbus Helicopters (Type Certificate Previously Held by Eurocopter France): Amendment 39-21634; Docket No. FAA-2021-0340; Project Identifier MCAI-2020-01638-R.

(a) Effective Date

This airworthiness directive (AD) is effective August 19, 2021.

(b) Affected ADs

This AD replaces AD 2003-25-01, Amendment 39-13384 (68 FR 69596, December 15, 2003) (AD 2003-25-01).

(c) Applicability

This AD applies to:

(1) Airbus Helicopters (type certificate previously held by Eurocopter France) Model AS332C, AS332C1, AS332L, and AS332L1 helicopters, certificated in any category, as follows:

(i) With a Breeze 300 pound electric hoist (hoist) installed,

(ii) With a hoist box 91M part number (P/N) 332A67-2875-00 installed, and

(iii) Without Eurocopter modification (MOD) 332PCS 78 288, specified in Eurocopter Alert Service Bulletin (ASB) No. 25.01.18 dated November 12, 2002 (ASB No. 25.01.18) installed.

(2) Airbus Helicopters (type certificate previously held by Eurocopter France) Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350D, AS355E, AS355F, AS355F1, AS355F2, and AS355N helicopters, certificated in any category, as follows:

(i) With a Breeze, TRW, Lucas, or Air Equipement 300 pound hoist installed,

(ii) With a hoist box 26M P/N 350A63-1136-00 (AS350-series) or 350A63-1136-01 (AS355-series) installed, and

(iii) Without Airbus Helicopters (Eurocopter) MOD 07 3190 installed.

Note 1 to paragraph (c)(2): Airbus Helicopters service information refers to a hoist box as a hoist operator's control unit.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a test of a hoist that revealed an anomaly in the electrical control circuit. The FAA is issuing this AD to prevent failure of the hoist pyrotechnic squib electrical control unit. Lack of adequate current to activate the hoist pyrotechnic squib prohibits the ability of the pilot to cut the rescue hoist cable in the event of cable entanglement or other emergency. The unsafe condition, 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) Required Actions

(1) For Model AS332C, AS332C1, AS332L, and AS332L1 helicopters identified in paragraph (c) of this AD, within 100 hours time-in-service or within 2 months, whichever occurs first from January 20, 2004 (the effective date of AD 2003-25-01), modify and re-identify the hoist operator control unit, replace the fuses, and functionally test the hoist operation and the emergency jettison controls in accordance with the Accomplishment Instructions, paragraph 2.B., Operational Procedure, of Eurocopter ASB No. 25.01.18.

(2) For Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350D, AS355E, AS355F, AS355F1, AS355F2, and AS355N helicopters identified in paragraph (c) of this AD:

(i) Before next flight involving a hoist operation after the effective date of this AD, modify and re-identify the hoist operator control unit, replace the fuses, and functionally test the hoist operation and the emergency jettison controls in accordance with the Accomplishment Instructions, paragraph 2.B., Operational Procedure, of Airbus Helicopters ASB No. 25.00.71, Revision 2, dated May 14, 2019 (ASB 25.00.71 Rev 2), or Airbus Helicopters ASB No. 25.00.79, Revision 3, dated September 24, 2019 (ASB 25.00.79 Rev 3), as applicable to your model helicopter.

(ii) Within 30 days after accomplishing the actions required by paragraph (g)(2)(i) of this AD, report the information in Appendix 4.A. of ASB 25.00.71 Rev 2 or ASB 25.00.79 Rev 3, as applicable to your model helicopter, by email to support.technical-avionics.ah@airbus.com.

(3) As of the effective date of this AD, do not install a Breeze, TRW, Lucas, or Air Equipement 300 pound hoist identified in paragraphs (c)(1) or (2) of this AD unless the actions required by paragraphs (g)(1) or (2) have been accomplished, as applicable to your model helicopter.

(h) Credit for Previous Actions

Actions accomplished before the effective date of this AD by following the procedures in Airbus Helicopters ASB No. 25.00.71, Revision 1, dated May 21, 2014, or ASB No. 25.00.79, Revision 1, dated May 21, 2014 or Revision 2, dated May 14, 2019, as applicable to your model helicopter, are considered acceptable for compliance with the corresponding actions required in paragraph (g)(2)(i) of this AD. If you take credit, you must also accomplish the actions required by paragraph (g)(2)(ii) of this AD within 30 days after the effective date of this AD.

(i) Special Flight Permits

Special flight permits are prohibited for use of a Breeze, TRW, Lucas, or Air Equipement 300 pound hoist identified in paragraphs (c)(1) or (2) of this AD.

(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)(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.

(k) Related Information

(1) For more information about this AD, contact Hal Jensen, Aerospace Engineer, Operational Safety Branch, Compliance & Airworthiness Division, FAA, 950 L'Enfant Plaza N SW, Washington, DC 20024; telephone (202) 267-9167; email hal.jensen@faa.gov.

(2) Airbus Helicopters ASB No. 25.00.71, Revision 1, dated May 21, 2014, and Airbus Helicopters ASB No. 25.00.79, Revision 1, dated May 21, 2014 and Revision 2, dated May 14, 2019, 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 (l)(5) and (6) of this AD.

(3) The subject of this AD is addressed in Direction Generale De L'Aviation Civile (DGAC) AD 2002-584(A), dated November 27, 2002, and European Union Aviation Safety Agency (EASA) AD 2019-0228, dated September 12, 2019. You may view the DGAC and EASA ADs at https://www.regulations.gov in Docket No. FAA-2021-0340.

(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.

(3) The following service information was approved for IBR on August 19, 2021.

(i) Airbus Helicopters Alert Service Bulletin No. 25.00.71, Revision 2, dated May 14, 2019.

(ii) Airbus Helicopters Alert Service Bulletin No. 25.00.79, Revision 3, dated September 24, 2019.

(4) The following service information was approved for IBR on January 20, 2004 (68 FR 69596, December 15, 2003).

(i) Eurocopter Alert Service Bulletin No. 25.01.18, dated November 12, 2002.

(ii) [Reserved]

(5) For Airbus Helicopters and Eurocopter service information identified in this AD, contact Airbus Helicopters, 2701 North 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.

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

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

Issued on July 9, 2021.

Gaetano A. Sciortino,

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

[FR Doc. 2021-15020 Filed 7-14-21; 8:45 am]

2021-14-12 True Flight Holdings LLC: Amendment 39-21639; Docket No. FAA-2021-0541; Project Identifier AD-2021-00453-A.

(a) Effective Date

This airworthiness directive (AD) is effective July 27, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to True Flight Holdings LLC Models AA-1, AA-1A, AA-1B, AA-1C, and AA-5 airplanes, all serial numbers, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code: 5512, Horizontal Stabilizer, Plate/Skin; 5522, Elevator, Plates/Skin Structure.

(e) Unsafe Condition

This AD was prompted by corrosion and delamination of the horizontal stabilizer bondlines. The FAA is issuing this AD to detect and address cracks, buckles, corrosion, delamination, rust, and previous repair of the horizontal stabilizers. The unsafe condition, if not addressed, could result in reduced structural integrity with consequent loss of control of the airplane.

(f) Compliance

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

(g) Inspection of Bondlines of the Horizontal Stabilizers

Within the next 25 hours time-in-service or at the next scheduled 100 hour or annual inspection after the effective date of this AD, whichever occurs first, inspect the horizontal stabilizers, paying particular attention to the bondlines, for cracks, buckles, corrosion, delamination, rust, and previous repair in accordance with paragraphs 1. and 3. of Part B of True Flight Aerospace Service Bulletin SB-195, Revision A, dated June 1, 2021 (True Flight SB-195, Revision A). If there is any crack, buckle, corrosion, delamination, rust, or previous repair, before further flight, repair or replace the affected part in accordance with paragraphs 1.c. and 2. through 4. of True Flight SB-195, Revision A, as applicable.

(h) No Reporting Requirement

True Flight SB-195, Revision A specifies notifying True Flight Holdings LLC of compliance with the service bulletin; however, this AD does not contain that requirement.

(i) Special Flight Permit

A special flight permit is prohibited.

(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.

(k) Related Information

For more information about this AD, contact Fred Caplan, Aviation Safety Engineer, Atlanta ACO Branch, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: (404) 474-5507; fax: (404) 474-5606; email: frederick.n.caplan@faa.gov.

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

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

(i) True Flight Aerospace Service Bulletin SB-195, Revision A, dated June 1, 2021.

(ii) [Reserved]

(3) For True Flight Aerospace service information identified in this AD, contact True Flight Holdings LLC, 2300 Madison Highway, Valdosta, GA 31601; phone: (229) 242-6337; email: info@trueflightaerospace.com.

(4) You may view this service information at the 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 June 25, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-14687 Filed 7-9-21; 8:45 am]

2021-14-14 Leonardo S.p.a.: Amendment 39-21641; Docket No. FAA-2021-0542; Project Identifier MCAI-2021-00117-R.

(a) Effective Date

This airworthiness directive (AD) becomes effective July 26, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Leonardo S.p.a. Model AW119 MKII helicopters, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2021-0040, dated January 27, 2021 (EASA AD 2021-0040).

(d) Subject

Joint Aircraft System Component (JASC) Code 3197, Instrument System Wiring.

(e) Unsafe Condition

This AD was prompted by reports of detected smoke and burning smell during flight, caused by chafing of electrical wiring. The FAA is issuing this AD to address detected smoke, burning smell during flight, and chafing of electrical wiring, which could lead to further occurrences of smoke in the cabin, or loss of function of avionics equipment, and possibly result in reduced control of the helicopter.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2021-0040.

(h) Exceptions to EASA AD 2021-0040

(1) Where EASA AD 2021-0040 refers to its effective date, this AD requires using the effective date of this AD.

(2) The “Remarks” section of EASA AD 2021-0040 does not apply to this AD.

(3) Where EASA AD 2021-0040 refers to flight hours (FH), this AD requires using hours time-in-service.

(4) Where paragraph (2) of EASA AD 2021-0040 specifies actions if "any defect is found," for this AD a "defect" includes wire chafing; pinched, broken, or severely bent wires; deteriorated, cracked or missing wire shielding or insulation; and loose, corroded, or broken wire connectors.

(5) Where paragraph (1) of EASA AD 2021-0040 refers to "the instructions of Part I of the SB," for this AD, use "the instructions of Part I, paragraph 3. of the Accomplishment Instructions of the SB."

(6) Where paragraph (2) of EASA AD 2021-0040 refers to "the instructions of Part I of the SB," for this AD, use "the instructions of Part I, paragraphs 4. and 5. of the Accomplishment Instructions of the SB."

(7) Where paragraph (4) of EASA AD 2021-0040 refers to "the instructions of Part II of the SB," for this AD, use "the instructions of Part II, paragraph 1. of the Accomplishment Instructions of the SB."

(8) Where the service information referenced in EASA AD 2021-0040 specifies to contact Leonardo if the cargo hoist indicator cable is damaged, this AD requires repair or replacement using a method approved by the Manager, International Validation Branch, FAA. The Manager's approval letter must specifically refer 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 no passengers are onboard.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the International Validation Branch, send it to the attention of the person identified in paragraph (k) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@faa.gov.

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

(k) Related Information

For more information about this AD, contact Hal Jensen, Aerospace Engineer, Operational Safety Branch, Compliance & Airworthiness Division, 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 2021-0040, dated January 27, 2021.

(ii) [Reserved]

(3) For EASA AD 2021-0040, 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-2021-0542.

(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 July 2, 2021.

Gaetano A. Sciortino,

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

[FR Doc. 2021-14690 Filed 7-7-21; 11:15 am]

2021-14-15 Airbus Helicopters (Type Certificate Previously Held by Eurocopter France) and Eurocopter France: Amendment 39-21642; Docket No. FAA-2006-24733; Project Identifier MCAI-2021-00139-R.

(a) Effective Date

This airworthiness directive (AD) is effective August 10, 2021.

(b) Affected ADs

This AD replaces AD 2002-08-16, Amendment 39-12725 (67 FR 19640, April 23, 2002) (AD 2002-08-16).

(c) Applicability

This AD applies to Airbus Helicopters (type certificate previously held by Eurocopter France) Model SA341G and SA342J and Eurocopter France Model SA-360C helicopters, certificated in any category, with a main rotor head torsion tie bar (tie bar), part number (P/N) 341A31-4904-00, -01, -02, -03; 341A31-4933-00, -01; 360A31-1097-02, -03; or 704A33-633-270, installed.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 6220, Main Rotor Head.

(e) Unsafe Condition

This AD was prompted by an accident caused by the failure of a tie bar. The FAA is issuing this AD to prevent failure of a tie bar, which if not addressed, could result in loss of a main rotor blade and subsequent loss of control of the helicopter.

(f) Compliance

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

(g) Required Actions

(1) For tie bar P/N 341A31-4904-00, -01, -02, and -03; and 360A31-1097-02 and -03, before further flight after May 8, 2002 (the effective date of AD 2002-08-16), remove the tie bar from service.

(2) For each tie bar P/N 341A31-4933-00 and -01:

(i) Before further flight after May 8, 2002 (the effective date of AD 2002-08-16), determine the date of initial installation on any helicopter, or if the date of initial installation cannot be determined, use the date of manufacture.

(A) For a tie bar that has accumulated 7 or more years since initial installation on any helicopter, within 5 hours time-in-service (TIS) after May 8, 2002 (the effective date of AD 2002-08-16), remove the tie bar from service.

(B) For a tie bar manufactured before 1995 that has accumulated less than 7 years since initial installation on any helicopter, before accumulating 7 years since initial installation on any helicopter, before accumulating 300 total hours TIS, or within 1 year after May 8, 2002 (the effective date of AD 2002-08-16), whichever occurs first, remove the tie bar from service.

(C) For a tie bar manufactured in 1995 or later that has accumulated less than 7 years since initial installation on any helicopter, before accumulating 7 years since initial installation on any helicopter, before accumulating 600 total hours TIS, or within 2 years after May 8, 2002 (the effective date of AD 2002-08-16), whichever occurs first, remove the tie bar from service.

(ii) Thereafter following paragraph (g)(2)(i) of this AD, remove any tie bar P/N 341A31-4933-00 and -01 from service as follows:

(A) For a tie bar manufactured before 1995, remove the tie bar from service before accumulating 300 total hours TIS or 1 year since initial installation on any helicopter, whichever occurs first, and

(B) For a tie bar manufactured in 1995 or later, remove the tie bar from service before accumulating 600 total hours TIS or 2 years since initial installation on any helicopter, whichever occurs first.

(3) For tie bar P/N 704A33-633-270:

(i) Before further flight after the effective date of this AD, determine the date of initial installation on any helicopter, or if the date of initial installation cannot be determined, use the date of manufacture.

(ii) If the tie bar has accumulated 600 or more total hours TIS or 2 or more years since initial installation on any helicopter, whichever occurs first, before further flight, remove the tie bar from service.

(iii) If the tie bar has accumulated less than 600 total hours TIS or 2 years since initial installation on any helicopter, whichever occurs first, remove the tie bar from service before accumulating 600 total hours TIS or 2 years since initial installation on any helicopter, whichever occurs first.

(iv) Thereafter following paragraph (g)(3)(ii) or (iii) of this AD, remove any tie bar P/N 704A33-633-270 from service before accumulating 600 total hours TIS or 2 years since initial installation on any helicopter, whichever occurs first.

(4) As of the effective date of this AD, do not install tie bar P/N 341A31-4904-00, -01, -02, or -03; or 360A31-1097-02 or -03, on any helicopter.

(h) Special Flight Permits

Special flight permits are prohibited.

(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 Hal Jensen, Aerospace Engineer, Operational Safety Branch, Compliance & Airworthiness Division, FAA, 950 L'Enfant Plaza N SW, Washington, DC 20024; telephone (202) 267-9167; email hal.jensen@faa.gov.

(2) The subject of this AD is addressed in Generale De L'Aviation Civile (France) AD 2001-588-047(A) R1, dated December 26, 2001, and AD 2001-587-041(A) R2, dated January 8, 2003. You may view those ADs at https://www.regulations.gov in Docket No. FAA-2006-24733.

Issued on June 28, 2021.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2021-14258 Filed 7-2-21; 8:45 am]

DATE: July 6, 2021
AD #: 2021-15-51

Emergency Airworthiness Directive (AD) 2021-15-51 is sent to owners and operators of Bell Textron Inc. (type certificate previously held by Bell Helicopter Textron Inc.) (Bell) Model 204B, 205A, 205A-1, 205B, and 212 helicopters.

Background

This emergency AD was prompted by a Bell Model 212 helicopter fatal accident in which an outboard main rotor hub strap pin (pin), part number (P/N) 204-012-104-005 with a serial number (S/N) prefix "FNFS", sheared off during flight, which resulted in the main rotor blade and the main rotor head detaching from the helicopter. The pin had accumulated only 20 total hours time-in-service (TIS). An inspection of a different Model 212 helicopter revealed that another pin installed, and made by the same manufacturer with the same S/N prefix, was deformed; this pin had accumulated only 29 total hours TIS. Failure of the pin could result in the main rotor blade detaching from the helicopter and subsequent loss of control of the helicopter.

Transport Canada, which is the aviation authority for Canada, has issued Canadian Emergency AD CF-2021-23, dated July 5, 2021 (Emergency AD CF-2021-23), to correct an unsafe condition for the following Bell helicopters:

- Model 204B helicopters, S/Ns 2001 through 2070 and 2196 through 2199;
- Model 205A-1 helicopters, S/Ns 30001 through 30065, 30067 through 30165, 30167 through 30187, 30189 through 30296, and 30298 through 30332;
- Model 205B helicopters, S/Ns 30066, 30166, 30188, and 30297; and
- Model 212 helicopters, S/Ns 30501 through 30999, 31101 through 31311, 32101 through 32142, and 35001 through 35103.

Transport Canada advises that during an investigation of a Bell Model 212 fatal accident in Canada, it was discovered that a pin P/N 204-012-104-005 with an S/N prefix "FNFS", sheared off during flight, leading to detachment of the main rotor blade and the main rotor head. The pin had accumulated only 20 hours of service, and inspection of another Canadian Bell Model 212 helicopter found a pin of the same P/N, made by the same manufacturer, with the same S/N prefix "FNFS", to be deformed after only approximately 29 hours in service. According to Transport Canada, failure of a main rotor hub strap pin will result in detachment of the main rotor blade and loss of control of the helicopter.

Transport Canada also advises that, although the defective pins were only reported on Bell Model 212 helicopters, pins of the same P/N can also be installed on Bell Model 204B, 205A-1, and 205B helicopters. While the cause of failure has not been determined, as a precautionary measure and to address the risk of detachment of main rotor hub strap pins in flight, Bell has issued Alert Service Bulletins to require replacing all pins with P/N 204-012-104-005 that have S/N prefix "FNFS".

Accordingly, Emergency AD CF-2021-23 mandates replacement of affected pins. Transport Canada considers its emergency AD an interim action and states that further AD action may follow.

Related Service Information

- The FAA reviewed the following Bell Alert Service Bulletins (ASBs), each dated July 5, 2021:

  - ASB 204B-21-74 for Bell Model 204B helicopters, S/Ns 2001 through 2070 and 2196 through 2199;

  - ASB 205-21-117 for Bell Model 205A and 205A-1 helicopters, S/Ns 30001 through 30065, 30067 through 30165, 30167 through 30187, 30189 through 30296, and 30298 through 30332;

  - ASB 205B-21-71 for Bell Model 205B helicopters, S/Ns30066, 30166, 30188 and 30297; and

  - ASB 212-21-165 for Bell Model 212 helicopters, S/Ns 30501 through 30999, 31101 through 31311, 32101 through 32142, and 35001 through 35103.

- The ASBs specify removing all P/N 204-012-104-005 pins with an S/N prefix "FNFS" before further flight. The ASBs also specify that, although the investigation is still in progress, removing these pins from service is required. The ASBs state that these pins may not have been manufactured in accordance with the engineering design requirements and may therefore shear as a result of this nonconformance.

FAA's Determination

- The FAA is issuing this emergency AD after evaluating all the relevant information and determining that the unsafe condition described previously is likely to exist or develop in other products of these same type designs.

AD Requirements

- This emergency AD requires removing all P/N 204-012-104-005 pins with an S/N prefix "FNFS" before further flight. This emergency AD also prohibits installing this pin on any helicopter as of the effective date of this emergency AD.

Interim Action

- The FAA considers this emergency AD to be an interim action. If final action is later identified, the FAA might consider further rulemaking.

Authority for this Rulemaking

- Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

- The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, General requirements. Under that section, Congress charges the FAA

with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Presentation of the Actual Emergency AD

- The FAA is issuing this AD under 49 U.S.C. Section 44701 according to the authority delegated to me by the Administrator.

- **2021-15-51 Bell Textron Inc. (Type Certificate Previously Held by Bell Helicopter Textron Inc.)**: Project Identifier AD-2021-00789-R.

(a) Effective Date

- This emergency AD is effective upon receipt.

(b) Affected ADs

- None.

(c) Applicability

- This emergency AD applies to Bell Textron Inc. **(**type certificate previously held by Bell Helicopter Textron Inc.) Model 204B**,** 205A, 205A-1, 205B, and 212 helicopters, certificated in any category, with an outboard main rotor hub strap pin (pin) part number 204-012-104-005 with a serial number prefix "FNFS" installed.

(d) Subject

- Joint Aircraft System Component (JASC) Code/Air Transport Association (ATA) of America Code: 6200, Main rotor system.

(e) Unsafe Condition

- This emergency AD was prompted by a fatal accident in which a pin sheared off during flight, which resulted in the main rotor blade and the main rotor head detaching from the helicopter. The FAA is issuing this emergency AD to address this unsafe condition and prevent loss of control of the helicopter.

(f) Compliance

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

(g) Required Actions

(1) Before further flight, remove from service any pin that is identified in paragraph (c) of this emergency AD.

(2) As of the effective date of this emergency AD, do not install any pin that is identified in

paragraph (c) of this AD on any helicopter.

(h) Special Flight Permits

- Special flight permits are prohibited.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, DSCO Branch, FAA, has the authority to approve AMOCs for this emergency AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14CFR 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 DSCO Branch, send it to the attention of the person identified in paragraph (j)(1) of this AD. Information may be emailed to: 9-ASW-190-COS@faa.gov.

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

(j) Related Information

- (1) For further information about this emergency AD, contact David Wilson, Aerospace Engineer, DSCO Branch, Compliance & Airworthiness Division, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5786; email david.wilson@faa.gov.

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

- (3) The subject of this emergency AD is addressed in Transport Canada Emergency AD CF-2021-23, dated July 5, 2021.

Issued on July 6, 2021.

Compliance & Airworthiness Division,
Aircraft Certification Service.

DATE: July 8, 2021
AD #: 2021-15-52

Emergency Airworthiness Directive (AD) 2021-15-52 is sent to owners and operators of various restricted category helicopters.

Background

This emergency AD was prompted by a Bell Textron Inc., Model 212 helicopter fatal accident in which an outboard main rotor hub strap pin (pin) part number (P/N) 204-012-104-005 with a serial number (S/N) prefix "FNFS" sheared off during flight, resulting in the main rotor blade and the main rotor head detaching from the helicopter. The pin had accumulated only 20 total hours time-in-service (TIS). An inspection of a different Model 212 helicopter revealed that another pin installed, and made by the same manufacturer with the same S/N prefix, was deformed; this pin had accumulated only 29 total hours TIS. Failure of the pin could result in the main rotor blade detaching from the helicopter and subsequent loss of control of the helicopter.

Transport Canada, which is the aviation authority for Canada, has issued Canadian Emergency AD CF-2021-23, dated July 5, 2021 (Transport Canada Emergency AD CF-2021-23), to correct an unsafe condition for Bell Helicopter Textron Inc., Model 204B helicopters, S/Ns 2001 through 2070 and 2196 through 2199; Model 205A-1 helicopters, S/Ns 30001 through 30065, 30067 through 30165, 30167 through 30187, 30189 through 30296, and 30298 through 30332; Model 205B helicopters, S/Ns 30066, 30166, 30188, and 30297; and Model 212 helicopters, S/Ns 30501 through 30999, 31101 through 31311, 32101 through 32142, and 35001 through 35103.

Transport Canada advises that during an investigation of a Bell Textron Inc., Model 212 fatal accident in Canada, it was discovered that a pin P/N 204-012-104-005 with an S/N prefix "FNFS", sheared off during flight, leading to detachment of the main rotor blade and the main rotor head. The pin had accumulated only 20 hours of service, and inspection of another Canadian Bell Textron Inc., Model 212 helicopter found a pin of the same P/N, made by the same manufacturer, with the same S/N prefix "FNFS", to be deformed after only approximately 29 hours in service. According to Transport Canada, failure of a main rotor hub strap pin will result in detachment of the main rotor blade and loss of control of the helicopter.

Transport Canada also advises that, although the defective pins were only reported on Bell Textron Inc., Model 212 helicopters, pins of the same P/N can also be installed on Bell Textron Inc., Model 204B, 205A-1, and 205B helicopters. While the cause of failure has not been determined, as a precautionary measure and to address the risk of detachment of main rotor hub strap pins in flight, Bell has issued Alert Service Bulletins that specify replacing all pins with P/N 204-012-104-005 that have S/N prefix "FNFS". Accordingly, Transport Canada Emergency AD CF-2021-23 mandates replacement of affected pins. Transport Canada considers its emergency AD an interim action and states that further AD action may follow.

Subsequently, the FAA issued Emergency AD 2021-15-51 on July 6, 2021 (Emergency AD 2021-15-51) for Bell Textron Inc. Model 204B, 205A, 205A-1, 205B, and 212 helicopters. After Emergency AD 2021-15-51 was issued, the FAA determined that pin P/N 204-012-104-005 with S/N prefix "FNFS" could also be installed on restricted category helicopters originally manufactured by Bell Textron Inc. These helicopters include, but are not limited to, the following:

- Rotorcraft Development Corporation Model HH-1K helicopters;

- Robinson Air Crane Inc.; Rotorcraft Development Corporation; and Tamarack Helicopters, Inc., Model TH-1F helicopters;

- Bell Textron Inc.; Overseas Aircraft Support, Inc. (type certificate previously held by JTBAM, Inc.); and Rotorcraft Development Corporation Model TH-1L helicopters;

- Richards Heavylift Helo, Inc., Model UH-1A helicopters;

- International Helicopters, Inc.; Overseas Aircraft Support, Inc.; Red Tail Flying Services, LLC; Richards Heavylift Helo, Inc.; Rotorcraft Development Corporation; Southwest Florida Aviation International, Inc. (helicopters with an SW204 or SW204HP designation are Southwest Florida Aviation International, Inc., Model UH-1B helicopters); and WSH, LLC (type certificate previously held by San Joaquin Helicopters), Model UH-1B helicopters;

- Bell Textron Inc.; Overseas Aircraft Support, Inc.; Rotorcraft Development Corporation; Smith Helicopters; and West Coast Fabrications Model UH-1E helicopters;

- AST, Inc.; California Department of Forestry; Robinson Air Crane, Inc.; Rotorcraft Development Corporation; and Tamarack Helicopters, Inc., Model UH-1F helicopters;

- Arrow Falcon Exporters Inc.; Global Helicopter Technology, Inc.; Hagglund Helicopters, LLC; JJASPP Engineering Services, LLC; Northwest Rotorcraft, LLC; Overseas Aircraft Support, Inc.; Richards Heavylift Helo, Inc.; Rotorcraft Development Corporation; Southwest Florida Aviation International, Inc. (helicopters with an SW205 designation are Southwest Florida Aviation International, Inc., Model UH-1H helicopters); and Tamarack Helicopters, Inc., Model UH-1H helicopters;

- Bell Textron Inc.; Overseas Aircraft Support, Inc.; and Rotorcraft Development Corporation Model UH-1L helicopters; and

- Robinson Air Crane, Inc.; and Rotorcraft Development Corporation Model UH-1P helicopters.

Therefore, this new emergency AD is issued to address the unsafe condition on these helicopters.

Related Service Information

The FAA reviewed Bell Alert Service Bulletin (ASB) UH-1H-21-21 and Bell ASB UH-1H-II-21-31. Each ASB is dated July 7, 2021 and specifies removing all P/N 204-012-104-005 pins with an S/N prefix "FNFS" before next flight. These ASBs also specify that, although the investigation is still in progress, removing these pins from service is required. These ASBs state that these pins may not have been manufactured in accordance with the engineering design requirements and may therefore shear as a result of this nonconformance.

FAA's Determination

The FAA is issuing this emergency AD after evaluating all the relevant information and determining that the unsafe condition described previously is likely to exist or develop in other products of these same type designs.

AD Requirements

This emergency AD requires removing all P/N 204-012-104-005 pins with an S/N prefix "FNFS" before further flight. This emergency AD also prohibits installing this pin on any helicopter as of the effective date of this emergency AD.

Interim Action

The FAA considers this emergency AD to be an interim action. If final action is later identified, the FAA might consider further rulemaking.

Authority for this Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Presentation of the Actual Emergency AD

The FAA is issuing this AD under 49 U.S.C. Section 44701 according to the authority delegated to me by the Administrator.

2021-15-52 Various Restricted Category Helicopters: Project Identifier AD-2021-00805-R.

(a) Effective Date

This emergency AD is effective upon receipt.

(b) Affected ADs

None.

(c) Applicability

This AD applies to various restricted category helicopters originally manufactured by Bell Textron Inc. (Bell), certificated in any category, with an outboard main rotor hub strap pin (pin) part number 204-012-104-005 with a serial number prefix "FNFS" installed. These helicopters include but are not limited to:

(1) Rotorcraft Development Corporation Model HH-1K helicopters;

(2) Robinson Air Crane Inc.; Rotorcraft Development Corporation; and Tamarack Helicopters, Inc., Model TH-1F helicopters;

(3) Bell; Overseas Aircraft Support, Inc. (type certificate previously held by JTBAM, Inc.); and Rotorcraft Development Corporation Model TH-1L helicopters;

(4) Richards Heavylift Helo, Inc., Model UH-1A helicopters;

(5) International Helicopters, Inc.; Overseas Aircraft Support, Inc.; Red Tail Flying Services, LLC; Richards Heavylift Helo, Inc.; Rotorcraft Development Corporation; Southwest Florida Aviation International, Inc.,; and WSH, LLC (type certificate previously held by San Joaquin Helicopters), Model UH-1B helicopters;

Note 1 to paragraph (c)(5): Helicopters with an SW204 or SW204HP designation are Southwest Florida Aviation International, Inc., Model UH-1B helicopters.

(6) Bell; Overseas Aircraft Support, Inc.; Rotorcraft Development Corporation; Smith Helicopters; and West Coast Fabrications Model UH-1E helicopters;

(7) AST, Inc.; California Department of Forestry; Robinson Air Crane, Inc.; Rotorcraft Development Corporation; and Tamarack Helicopters, Inc., Model UH-1F helicopters;

(8) Arrow Falcon Exporters Inc.; Global Helicopter Technology, Inc.; Hagglund Helicopters, LLC; JJASPP Engineering Services, LLC; Northwest Rotorcraft, LLC; Overseas Aircraft Support, Inc.; Richards Heavylift Helo, Inc.; Rotorcraft Development Corporation; Southwest Florida Aviation International, Inc.; and Tamarack Helicopters, Inc., Model UH-1H helicopters;

Note 2 to paragraph (c)(8): Helicopters with an SW205 designation are Southwest Florida Aviation International, Inc. Model UH-1H helicopters.

(9) Bell; Overseas Aircraft Support, Inc.; and Rotorcraft Development Corporation Model UH-1L helicopters; and

(10) Robinson Air Crane, Inc.; and Rotorcraft Development Corporation Model UH-1P helicopters.

(d) Subject

• Joint Aircraft System Component (JASC) Code/Air Transport Association (ATA) of America Code: 6200, Main rotor system.

(e) Unsafe Condition

• This emergency AD was prompted by a fatal accident in which a pin sheared off during flight, which resulted in the main rotor blade and the main rotor head detaching from the helicopter.

The FAA is issuing this emergency AD to address this unsafe condition and prevent loss of control of the helicopter.

(f) Compliance

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

(g) Required Actions

(1) Before further flight, remove from service any pin that is identified in the introductory text of paragraph (c) of this emergency AD.

(2) As of the effective date of this emergency AD, do not install any pin that is identified in the introductory text of paragraph (c) of this emergency AD on any helicopter.

(h) Special Flight Permits

- Special flight permits are prohibited.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, DSCO Branch, FAA, has the authority to approve AMOCs for this emergency 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 DSCO Branch, send it to the attention of the person identified in paragraph (j)(1) of this AD. Information may be emailed to: 9-ASW-190-COS@faa.gov.

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

(j) Related Information

- (1) For further information about this emergency AD, contact David Wilson, Aerospace Engineer, DSCO Branch, Compliance & Airworthiness Division, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5786; email david.wilson@faa.gov.

- (2) For service information identified in this emergency AD, contact Bell Textron, Inc., P.O. Box 482, Fort Worth, TX 76101; telephone (450) 437-2862 or (800) 363-8023; fax (450) 433-0272; email productsupport@bellflight.com; or at https://www.bellflight.com/support/contact-support. You may view service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177.

- (3) The subject of this emergency AD is addressed in Transport Canada Emergency
- AD CF-2021-23, dated July 5, 2021 and FAA Emergency AD 2021-15-51, dated July 6, 2021.

Issued on July 8, 2021.

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