# FEDERAL AVIATION ADMINISTRATION
# AIRWORTHINESS DIRECTIVES

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

## BIWEEKLY 2021-18

*8/16/2021 - 8/29/2021*

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

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| AD No. | Information | Manufacturer | Applicability |
|---|---|---|---|

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

**Biweekly 2021-01**

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

**Biweekly 2021-02**

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

**Biweekly 2021-03**

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

**Biweekly 2021-04**

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

**Biweekly 2021-05**

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

**Biweekly 2021-06**

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

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|---|---|---|---|
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| 2021-04-19 | | Bell Textron Inc. | 205B |
| 2021-05-01 | | Airbus Helicopters | SA330J |
| 2021-05-02 | | Airbus Helicopters | AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, and AS350D; AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP; EC130B4 and EC130T2 |
| 2021-05-04 | | Leonardo S.p.a. | A109S and AW109SP |
| 2021-05-05 | R 2016-23-05 | Airbus Helicopters | SA-365N1, AS-365N2, AS 365 N3, SA-366G1, EC 155B, and EC155B1 |
| 2021-05-07 | | Airbus Helicopters Deutschland GmbH | BO-105A, BO-105C, and BO-105S; MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2, and MBB-BK 117 C-1 |
| 2021-05-08 | | Safran Helicopter Engines, S.A. | Arriel 2C, 2C1, 2S1, and 2S2 |
| 2021-05-09 | R 2018-15-02 | Airbus Helicopters | AS350B, AS350B1, AS350B2, AS350B3, AS350BA, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP |
| 2021-05-22 | | Safran Helicopter Engines, S.A. | Arriel 1B, Arriel 1C, Arriel 1C2, and Arriel 1D1; Astazou XIV B and Astazou XIV H |
| **Biweekly 2021-07** | | | |
| 2021-05-06 | | Airbus Helicopters | AS332C, AS332C1, AS332L, AS332L1, AS332L2, EC 155B, EC155B1, EC225LP, and SA330J |
| 2021-05-13 | | Leonardo S.p.a | AW189 |
| 2021-05-14 | | Air Tractor, Inc. | AT-250, AT-300, AT-301, AT-302, AT-400, AT-400A, AT-401, AT-401A, AT-401B, AT402, AT-402A, AT-402B, AT-501, AT-502, AT-502A, AT-502B, AT-503, AT-503A, AT-504, AT-602, AT-802, and AT-802A |
| 2021-05-17 | R 2019-12-09 | Rockwell Collins, Inc. | Flight Display System Application FDSA-6500 |
| 2021-06-02 | | Airbus Helicopters | AS332L, AS332L1, AS332C, and AS332C1 |
| 2021-06-06 | R 2021-05-52 | Bell Textron Canada Limited | 505 |
| 2021-07-05 | R 2007-26-52 | Leonardo S.p.a. | A109C, A109E, and A109K2 |
| 2021-07-08 | R 97-26-02 | Airbus Helicopters Deutschland GmbH | BO-105A, BO-105C, BO-105S, BO-105LS A-1, and BO-105LS A-3 |
| **Biweekly 2021-08** | | | |
| 2021-04-21 | | Airbus Helicopters | EC120B |
| 2021-05-15 | A 2019-09-03 | Airbus Helicopters | AS332C, AS332C1, AS332L, and AS332L1 |
| 2021-05-19 | | Sikorsky Aircraft and Sikorsky Aircraft Corporation | S-61L, S-61N, S-61NM, and S-61R; S-61A, S-61D, S-61E, and S-61V |
| 2021-05-21 | R 2017-23-08 | Leonardo S.p.a. | AB139 and AW139 |
| 2021-06-01 | | Pilatus Aircraft Ltd. | PC-24 |
| 2021-06-05 | R 2017-07-08 | Airbus Helicopters Deutschland GmbH | MBB-BK 117 D-2 |
| 2021-07-07 | | Airbus Helicopters | EC 155B and EC155B1 |
| 2021-07-12 | | Airbus Helicopters Deutschland GmbH | EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, and EC135T3 |
| 2021-07-13 | | Pacific Scientific Company | rotary buckle assembly |
| 2021-07-15 | R 82-20-05 | Airbus Helicopters | AS350B, AS350B1, AS350B2, AS350B3, AS350BA, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP |
| 2021-08-07 | | Rockwell Collins, Inc. | GPS-4000S |
| **Biweekly 2021-09** | | | |
| 2021-07-16 | | Leonardo S.p.a. | AB412 |
| 2021-08-06 | R 97-06-10 | Textron Aviation Inc. | 76 |
| 2021-08-15 | | Garmin International | GMN-00962 GTS |
| 2021-08-18 | R 2021-04-16 | Sikorsky Aircraft Corporation | S-92A |
| 2021-09-02 | R 2021-04-07 | Piper Aircraft, Inc. | PA-46-350P (Malibu Mirage), PA-46R-350T (Malibu Matrix), and PA-46-500TP (Malibu Meridian) |
| 2021-09-04 | | Austro Engine GmbH | E4 and E4P |
| 2021-09-07 | R 2019-17-02 | Airbus Helicopters Deutschland GmbH | EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, and EC135T3 |
| 2021-09-09 | | Uninsured United Parachute Technologies, LLC | Vector 3 SE |

| AD No. | Information | Manufacturer | Applicability |
|---|---|---|---|

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**Biweekly 2021-10**

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

**Biweekly 2021-11**

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

**Biweekly 2021-12**

| | | | |
|---|---|---|---|
| 2021-10-15 | | Airbus Helicopters Deutschland GmbH | MBB-BK 117 C-2; MBB-BK 117 D-2 |
| 2021-10-16 | | Carson Helicopters, Inc.<br>Croman Corporation<br>Sikorsky Aircraft Corporation<br>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<br>R 83-20-03 | Piper Aircraft, Inc. | PA-36-285, PA-36-300, and PA-36-375 |
| 2021-11-17 | | Airbus Helicopters Deutschland GmbH | EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, and EC135T3 |
| 2021-11-19 | | Bell Textron Canada Limited | 505 |
| 2021-11-22 | R 2016-11-21 | Airbus Helicopters Deutschland GmbH | EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, and EC135T3 |
| 2021-12-03 | | Leonardo S.p.a. | AW189 |
| 2021-12-05 | | Airbus Helicopters | EC155B1 |
| 2021-12-06 | | Airbus Helicopters | AS-365N2, AS 365 N3, SA-365N, and SA-365N1 |
| 2021-12-10 | | Leonardo S.p.a. | AB139 and AW139 |

| AD No. | Information | Manufacturer | Applicability |
|---|---|---|---|
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| 2021-13-07 | | GE Aviation Czech s.r.o | M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, and M601F |
| **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 |
| **Biweekly 2021-16** | | | |
| 2021-11-10 | | Airbus Helicopters | SA-365N, SA-365N1, AS-365N2, and AS 365 N3 |
| 2021-13-13 | | Leonardo S.p.a. | AW189 |
| 2021-14-16 | | Airbus Helicopters | SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1 |
| 2021-14-18 | R 2011-18-52 | Leonardo S.p.a. | AB139 and AW139 |
| 2021-15-06 | | Bell Textron Canada Limited | 206A, 206B, 206L, 206L-1, 206L-3, 206L-4 |
| 2021-15-09 | | Leonardo S.p.a. | AB139 and AW139 |
| 2021-15-14 | | Various Restricted Category Helicopters | TH-1F, TH-1L, UH-1A, UH-1B, UH-1E, UH-1F, UH-1H, UH-1L, UH-1P |
| 2021-15-52 | | Various Restricted Category Helicopters | TH-1F, TH-1L, UH-1A, UH-1B, UH-1E, UH-1F, UH-1H, UH-1L, UH-1P |
| **Biweekly 2021-17** | | | |
| 2021-15-12 | | Pratt & Whitney Canada Corp. | PW210A and PW210S |
| 2021-15-51 | | Bell Textron Inc. | 204B, 205A, 205A-1, 205B, and 212 |
| 2021-16-20 | | PZL Swidnik S.A. | PZL W-3A |
| 2021-17-01 | | Austro Engine GmbH | E4 and E4P |
| **Biweekly 2021-18** | | | |
| 2021-15-10 | | GE Aviation Czech s.r.o. | H75-200, H80-100, and H80-200 |

| AD No. | Information | Manufacturer | Applicability |
|---|---|---|---|

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

| | | | |
|---|---|---|---|
| 2021-16-02 | | Airbus Helicopters | SA330J, AS332C, AS332L, AS332L1, AS332L2, and EC225LP |
| 2021-16-06 | R 2020-19-11 | Leonardo S.p.a. | A119 and AW119 MKII |
| 2021-16-13 | | Leonardo S.p.a. | A109S; AW109SP |
| 2021-16-14 | | BALÓNY KUBÍČEK spol. s r.o. | BB78Z; BB85Z; BB92Z; BB130P |
| 2021-17-10 | | Leonardo S.p.a. | A109A, A109A II, A109C, A109E, A109K2, A109S, and AW109SP |
| 2021-17-13 | | PZL Swidnik S.A. | PZL W-3A |
| 2021-17-16 | | Leonardo S.p.a. | AW189 |
| 2021-17-18 | | Leonardo S.p.a. | A109C, A109K2, A109E, A109S, and AW109SP |
| 2021-18-06 | R 2021-11-03 | Airbus Helicopters | EC 155B, EC155B1, SA-365N, SA-365N1, AS-365N2, and AS 365 N3 |

**2021-15-10 GE Aviation Czech s.r.o. (Type Certificate previously held by WALTER Engines a.s., Walter a.s., and MOTORLET a.s.):** Amendment 39-21657; Docket No. FAA-2021-0316; Project Identifier MCAI-2020-00461-E.

**(a) Effective Date**

This airworthiness directive (AD) is effective September 21, 2021.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to GE Aviation Czech s.r.o. (GEAC) (Type Certificate previously held by WALTER Engines a.s., Walter a.s., and MOTORLET a.s.) H75-200, H80-100, and H80-200 model turboprop engines.

**(d) Subject**

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

**(e) Unsafe Condition**

This AD was prompted by several reports of engine gas generator speed (Ng) rollbacks below idle on GEAC H75-200, H80-100, and H80-200 model turboprop engines with a fuel control unit (FCU), part number (P/N) LUN 6590.07-8, installed. The FAA is issuing this AD to prevent engine Ng rollbacks below idle on engines equipped with an FCU, P/N LUN 6590.07-8. The unsafe condition, if not addressed, could result in loss of engine power and loss of control of the airplane.

**(f) Compliance**

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

**(g) Required Actions**

(1) Within 100 flight hours (FHs) after the effective date of this AD, and thereafter at intervals not to exceed 100 FHs since the previous inspection, perform a functional inspection of the FCU, P/N LUN 6590.07-8, using the Accomplishment Instructions, paragraph 2.1.1, Ground Check Procedure, of GE Aviation Czech Alert Service Bulletin No. ASB-H80-73-00-00-0052[00]/ASB-H75-73-00-00-0022[00] (single document), Revision 00, dated February 6, 2020 (the ASB).

(2) If, during any functional inspection required by paragraph (g)(1) of this AD, the engine Ng is:

(i) Equal to or greater than 57% up to and including 60%, then no further action is required.

(ii) Equal to or greater than 55% but lower than 57%, then follow the steps 1 through 3 under "Ng speed is equal to or above 55% and below 57%" in the Accomplishment Instructions, paragraph 2.1.2, Ground check results evaluation, of the ASB.

(iii) Below 55%, then follow steps 1 and 2 under "Ng speed is below 55%" in the Accomplishment Instructions, paragraph 2.1.2, Ground check results evaluation, of the ASB.

Note 1 to paragraph (g)(2): In the Accomplishment Instructions, paragraph 2.1.2, of the ASB, where the ASB states "Do steps 1 thru 8 after the FCU adjustment," do steps 1 through 7 of the Accomplishment Instructions, paragraph 2.1.1, in the ASB.

(3) During the next engine overhaul, or within 44 months, whichever occurs first after the effective date of this AD, remove the FCU, P/N LUN 6590.07-8, and replace it with a part eligible for installation.

**(h) Installation Prohibition**

After the effective date of this AD, do not install an FCU, P/N LUN 6590.07-8, onto any engine.

**(i) Definition**

For the purpose of this AD, a part eligible for installation is an FCU, P/N LUN 6590.71-8.

**(j) Terminating Action**

Installing a part eligible for installation onto an engine as required by paragraph (g)(2) or (3) of this AD, as applicable, constitutes terminating action for the functional inspections required by paragraph (g)(1) of this AD for that engine.

**(k) No Reporting Requirements**

The reporting requirements specified in paragraph 2.1.2 of the ASB are not required by this AD.

**(l) Alternative Methods of Compliance (AMOCs)**

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

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

**(m) Related Information**

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

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2020-0082, dated April 1, 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-2021-0316.

**(n) Material Incorporated by Reference**

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

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

(i) GE Aviation Czech Alert Service Bulletin No. ASB-H80-73-00-00-0052[00]/ASB-H75-73-00-00-0022[00] (single document), Revision 00, dated February 6, 2020.

(ii) [Reserved]

(3) For GE Aviation Czech service information identified in this AD, contact GE Aviation Czech, Beranovych 65 199 02 Praha 9–
Letnany, Czech Republic; phone: +420 222 538 111.

(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: fr.inspection@nara.gov, or go to: https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on July 15, 2021.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2021-17519 Filed 8-16-21; 8:45 am]

**2021-16-02 Airbus Helicopters:** Amendment 39-21663; Docket No. FAA-2021-0374; Project Identifier MCAI-2020-00543-R.

**(a) Effective Date**

This airworthiness directive (AD) is effective September 24, 2021.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Airbus Helicopters Model SA330J, AS332C, AS332L, AS332L1, AS332L2, and EC225LP helicopters, certificated in any category, as identified in the Applicability of European Union Aviation Safety Agency AD 2020-0087, dated April 15, 2020 (EASA AD 2020-0087).

**(d) Subject**

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

**(e) Unsafe Condition**

This AD was prompted by a report of a left-hand (LH) side stairway door that inadvertently opened and tore off from its attachment fittings during flight. The FAA is issuing this AD to address incorrect locking of the LH side stairway door, which could result in an in-flight opening of the door and subsequent damage to the helicopter or 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 2020-0087.

**(h) Exceptions to EASA AD 2020-0087**

(1) Where EASA AD 2020-0087 refers to November 6, 2014 (the effective date of EASA AD 2014-0241-E, dated November 4, 2014) or its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2020-0087 refers to Group 1 and Group 2 helicopters, this AD does not refer to any groups of helicopters.

(3) Where the service information referenced in EASA AD 2020-0087 permits certain actions to be performed by a mechanical engineering technician or pilot, this AD requires that the actions be performed by a qualified mechanic.

(4) Where the service information referenced in EASA AD 2020-0087 specifies to discard certain parts, this AD requires removing those parts from service.

(5) While paragraph (2) of EASA AD 2020-0087 requires actions before next flight after each application of painting on the LH side stairway door or its external door handle, those actions are not required by this AD.

(6) Where paragraph (3) of EASA AD 2020-0087 requires reconditioning the locking safety mechanism, and the service information referenced in paragraph (3) of EASA AD 2020-0087 specifies contacting the Airbus Helicopters Support and Services Department if it is impossible to recondition the locking safety mechanism by moving the door handle, this AD requires moving the external door handle from the "Locked" to the "Unlocked" position to determine if the safety mechanism can lock automatically. If the safety mechanism does not lock automatically, this AD requires, before further flight accomplishing paragraph (5) of EASA AD 2020-0087 or accomplishing corrective action using a method approved by the Manager, International Validation Branch, FAA. The Manager's approval letter must specifically refer to this AD.

(7) Where paragraph (5) of EASA AD 2020-0087 identifies the modification as required by paragraph (4) of EASA AD 2020-0087 as terminating action for the repetitive inspections as required by paragraph (2) of EASA AD 2020-0087 for that helicopter, this AD does not allow the modification to terminate the repetitive inspections as required by paragraph (2) of EASA AD 2020-0087.

(8) The "Remarks" section of EASA AD 2020-0087 does not apply to this AD.

**(i) No Reporting Requirement**

Although the service information referenced in EASA AD 2020-0087 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

**(j) Alternative Methods of Compliance (AMOCs)**

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

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

**(k) Related Information**

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

**(l) Material Incorporated by Reference**

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

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

(i) European Union Aviation Safety Agency (EASA) AD 2020-0087, dated April 15, 2020.

(ii) [Reserved]

(3) For EASA AD 2020-0087, 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-2021-0374.

(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 20, 2021.

Gaetano A. Sciortino,

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

[FR Doc. 2021-17840 Filed 8-19-21; 8:45 am]

**2021-16-06 Leonardo S.p.a.:** Amendment 39-21668; Docket No. FAA-2021-0373; Project Identifier MCAI-2020-01352-R.

**(a) Effective Date**

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

**(b) Affected ADs**

This AD replaces AD 2020-19-11, Amendment 39-21254 (85 FR 59404, September 22, 2020).

**(c) Applicability**

This AD applies to Leonardo S.p.a. Model A119 and AW119 MKII helicopters, certificated in any category, with 90-degree tail rotor gearbox (TGB) part number (P/N) 109-0440-06-101 or 109-0440-06-105, and with TGB shaft P/N 109-0443-03-107 having a serial number (S/N) listed in Table 1 of Leonardo Helicopters Alert Service Bulletin No. 119-090, Revision A, dated September 14, 2020 (ASB 119-090), installed.

Note 1 to paragraph (c): A TGB shaft is also referred to as a mast gear assembly.

**(d) Subject**

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

**(e) Unsafe Condition**

This AD was prompted by two occurrences of corrosion on the internal surface of the TGB shaft. The FAA is issuing this AD to detect corrosion of the TGB shaft. The unsafe condition, if not addressed, could result in failure of the tail rotor, possibly resulting in reduced control of the helicopter.

**(f) Compliance**

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

**(g) Required Actions**

(1) Within 25 hours time-in-service (TIS) or 3 months, whichever occurs first after the effective date of this AD, and thereafter at intervals not to exceed 6 months, borescope inspect the entire internal surface of the TGB shaft for corrosion. Refer to Detail A of Figure 1 of ASB 119-090, for a depiction of the entry point for the borescope. If there is corrosion, before further flight, remove the TGB from service.

(2) As of the effective date of this AD, do not install on any helicopter any TGB P/N 109-0440-06-101 or 109-0440-06-105 that has TGB shaft P/N 109-0443-03-107 having an S/N listed in Table 1 of ASB 119-090, unless the actions required by paragraph (g)(1) of this AD have been accomplished.

**(h) Special Flight Permits**

A special flight permit may be permitted provided that there are no passengers onboard.

**(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 Rao Edupuganti, Aerospace Engineer, Dynamic Systems Section, Technical Innovation Policy Branch, Policy & Innovation Division, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5110; email rao.edupuganti@faa.gov.

(2) The subject of this AD is addressed in European Union Aviation Safety Agency (EASA) AD 2020-0206, dated September 30, 2020. You may view the EASA AD at https://www.regulations.gov in Docket No. FAA-2021-0373.

**(k) Material Incorporated by Reference**

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

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

(i) Leonardo Helicopters Alert Service Bulletin No. 119-090, Revision A, dated September 14, 2020.

(ii) [Reserved]

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

(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 August 16, 2021.

Ross Landes,

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

[FR Doc. 2021-17951 Filed 8-20-21; 8:45 am]

**2021-16-13 Leonardo S.p.a.:** Amendment 39-21675; Docket No. FAA-2021-0364; Project Identifier MCAI-2020-00274-R.

**(a) Effective Date**

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

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Leonardo S.p.a. Model A109S helicopters and AW109SP helicopters, certificated in any category, with vertical fin vibration absorber installation part number (P/N) 109-B810-79-101 installed.

**(d) Subject**

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

**(e) Unsafe Condition**

This AD defines the unsafe condition as cracks or damage on the vertical fin vibration absorber installation and surrounding structure. This condition could affect the structural integrity of the helicopter and lead to subsequent loss of control of the helicopter.

**(f) Compliance**

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

**(g) Required Actions**

(1) Within 30 hours time-in-service (TIS) after the effective date of this AD, and thereafter at intervals not to exceed 100 hours TIS:

(i) Remove the vertical fin vibration absorber installation P/N 109-B810-79-101, and using a mirror and light source, visually inspect the rib assembly P/N 109-0372-53-201 for hole elongation, fretting, and cracks. If there is any hole elongation, fretting, or cracks, before further flight, remove rib assembly P/N 109-0372-53-201, shim P/N 109-0372-53-211, doubler P/N 109-0372-53-213, and bracket P/N 109-0373-02-113 from service and replace with airworthy parts.

(ii) Inspect the vertical fin vibration absorber installation P/N 109-B810-79-101 for hole elongation; for fretting between the plate and the masses and in-between the masses; for fretting on doubler P/N 109-0372-53-213; and the bolts for scratches and corrosion. If there is any hole elongation; fretting between the plate and the masses or in-between the masses; fretting on doubler

P/N 109-0372-53-213; or bolts with scratches or corrosion, before further flight, remove the vertical fin vibration absorber installation P/N 109-B810-79-101 from service.

(2) Within 12 months after the effective date of this AD unless already accomplished per paragraph (g)(1)(ii) of this AD, remove the vertical fin vibration absorber installation P/N 109-B810-79-101 from service.

(3) As of the effective date of this AD, do not install vertical fin vibration absorber installation P/N 109-B810-79-101 on any helicopter.

(4) Removing the vertical fin vibration absorber installation P/N 109-B810-79-101 from service, as described in paragraphs (g)(1)(ii) or (2) of this AD provides a terminating action for the 100 hour TIS repetitive inspections required by paragraph (g)(1) of this AD.

**(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 Kristin Bradley, Aerospace Engineer, General Aviation & Rotorcraft Section, International Validation Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5110; email kristin.bradley@faa.gov.

(2) The subject of this AD is addressed in European Union Aviation Safety Agency (EASA) AD 2019-0294, dated December 4, 2019. You may view the EASA AD on the internet at https://www.regulations.gov in Docket No. FAA-2021-0364.

Issued on July 29, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-17605 Filed 8-17-21; 8:45 am]

**2021-16-14 BALÓNY KUBÍČEK spol. s r.o.:** Amendment 39-21676; Docket No. FAA-2021-0618; Project Identifier 2019-CE-005-AD.

**(a) Effective Date**

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

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to the following BALÓNY KUBÍČEK spol. s r.o. balloons, certificated in any category:

(1) Model BB78Z, serial numbers (S/Ns) 1292 and 1364;
(2) Model BB85Z, S/N 1360;
(3) Model BB92Z, S/N 1331; and
(4) Model BB130P, S/N 1397.

**(d) Subject**

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

**(e) Unsafe Condition**

This AD was prompted by mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as failure of the envelope vertical load tape. The FAA is issuing this AD to detect and correct defects in the envelope vertical load tape, which could result in an envelope tear and consequent uncontrolled descent.

**(f) Compliance**

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

**(g) Inspection and Repair**

Within 30 days after the effective date of this AD, inspect the envelope load tape for weaving defects indicated by visible yellow thread. If there is visible yellow thread in any envelope load tape, before further flight, repair any damaged area of the envelope load tape.

Note 1 to paragraph (g): BALÓNY KUBÍČEK spol. s r.o. Servis Bulletin No. BB/52, dated July 23, 2018, includes an example of a weaving defect and specifies acceptable procedures and materials for repairing envelope load tape.

**(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 certification office, 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 Mike Kiesov, Aviation Safety Engineer, General Aviation & Rotorcraft Section, International Validation Branch, FAA, 901 Locust, Room 301, Kansas City, MO 64106; phone: (816) 329-4144; fax: (816) 329-4090; email: mike.kiesov@faa.gov.

(2) Refer to European Aviation Safety Agency (EASA) AD 2018-0181, dated August 27, 2018, 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.

**(j) Material Incorporated by Reference**

None.

Issued on August 5, 2021.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2021-17604 Filed 8-17-21; 8:45 am]

**2021-17-10 Leonardo S.p.a:** Amendment 39-21693; Docket No. FAA-2021-0672; Project Identifier MCAI-2021-00304-R.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective September 7, 2021.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Leonardo S.p.a. Model A109A, A109A II, A109C, A109E, A109K2, A109S, and AW109SP helicopters, certificated in any category, with a rotor brake kit identified in European Union Aviation Safety Agency (EASA) AD 2021-0067, dated March 9, 2021 (EASA AD 2021-0067).

**(d) Subject**

Joint Aircraft System Component (JASC) Codes 6321, Main Rotor Brake.

**(e) Unsafe Condition**

This AD was prompted by a report of un-commanded activation of the rotor brake system before take-off due to a jammed rotor brake control cable and subsequent partially open brake control valve. The FAA is issuing this AD to address un-commanded activation of the rotor brake system, which could lead to failure of the rotor brake system, with consequent damage to surrounding critical equipment, 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, EASA AD 2021-0067.

**(h) Exceptions to EASA AD 2021-0067**

(1) Where EASA AD 2021-0067 requires compliance from its effective date, this AD requires using the effective date of this AD.

(2) This AD does not require the "Remarks" section of EASA AD 2021-0067.

(3) Where EASA AD 2021-0067 requires compliance in terms of flight hours (FH), this AD requires using hours time-in-service.

(4) Where paragraph (2) of EASA AD 2021-0067 requires replacing the affected part if any defect is found, for purposes of this AD, a defect also includes compromised integrity of the control cable strands (e.g., fraying or a kink).

(5) Where the service information required by EASA AD 2021-0067 specifies replacing the affected part if any damage is found, for purposes of this AD, damage includes clicks or breakings when the rotor brake lever is moved forward and backward.

**(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 actions of this AD can be performed, provided the rotor brake system is de-activated or rendered inoperable.

**(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 Darren Gassetto, Aerospace Engineer, COS Program Management Section, Operational Safety Branch, FAA, 1600 Stewart Ave., Suite 410, Westbury, NY 11590; phone: (516) 228-7323; email: Darren.Gassetto@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 2021-0067, dated March 9, 2021.

(ii) [Reserved]

(3) For EASA AD 2021-0067, 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-2021-0672.

(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 fr.inspection@nara.gov, or go to https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on August 12, 2021.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2021-17974 Filed 8-18-21; 11:15 am]

**2021-17-13 PZL Swidnik S.A.:** Amendment 39-21696; Docket No. FAA-2021-0683; Project Identifier MCAI-2020-00614-R.

**(a) Effective Date**

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

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to PZL Swidnik S.A. Model PZL W-3A helicopters, certificated in any category, with a rescue hoist installed.

**(d) Subject**

Joint Aircraft Service Component (JASC) Code: 3201, Landing Gear/Wheel Fairing.

**(e) Unsafe Condition**

This AD was prompted by a report of a damaged wheel braking system pneumatic line fitting installed on the left-hand (LH) main landing gear (MLG) leg. The FAA is issuing this AD to prevent damage to MLG pneumatic wheel braking system. The unsafe condition, if not addressed, could result in loss of MLG wheel braking capability, and subsequent loss of control of the helicopter during a roll-on landing.

**(f) Compliance**

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

**(g) Required Actions**

(1) Within 30 days after the effective date of this AD, modify the LH MLG leg by installing shield assembly part number (P/N) 37.96.204.00.00.

Note 1 to paragraph (g)(1): A sketch of the installation of shield P/N 37.96.204.01.00 and clamps P/N MS21920-35, which together constitute shield assembly P/N 37.96.204.00.00, is available in Attachment 1, of WYTWÓRNIA SPRZĘTU KOMUNIKACYJNEGO "PZL-Świdnik" Spółka Akcyjna Mandatory Bulletin No. BO-37-18-301, dated December 10, 2018.

(2) As of the effective date of this AD, do not install a rescue hoist unless the action required by paragraph (g)(1) of this AD has been accomplished concurrently with the rescue hoist installation or within 30 days after the effective date of this AD, whichever occurs later.

**(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 Fred Guerin, Aerospace Engineer, General Aviation & Rotorcraft Section, International Validation Branch, FAA, 2200 S 216th St., Des Moines, WA 98198; telephone (202) 267-7457; email 9-ANM-Seattle-ACO-AMOC-Requests@faa.gov.

(2) For service information identified in this AD, contact WSK "PZL-Świdnik" S.A., Al. Lotników Polskich 1, 21-045 Świdnik, Poland; telephone (+48) 81722 5716; fax (+48) 81722 5625; email: PL-CustomerSupport.AW@leonardocompany.com; or at https://www.pzlswidnik.pl/en/home. You may view this referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222-5110.

(3) The subject of this AD is addressed in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2018-0274, dated December 13, 2018. You may view the EASA AD at https://www.regulations.gov in Docket No. FAA-2021-0683.

Issued on August 12, 2021.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2021-17838 Filed 8-19-21; 8:45 am]

**2021-17-16 Leonardo S.p.a.:** Amendment 39-21699; Docket No. FAA-2021-0455; Project Identifier 2018-SW-031-AD.

**(a) Effective Date**

This airworthiness directive (AD) is effective September 24, 2021.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Leonardo S.p.a. Model AW189 helicopters, certificated in any category, with tail gearbox fitting part number (P/N) 4F5350A04152 installed.

**(d) Subject**

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

**(e) Unsafe Condition**

This AD was prompted by fatigue testing and analyses. The FAA is issuing this AD to prevent parts from remaining in service beyond their fatigue life. The unsafe condition, if not addressed, could result in failure of a part, which 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**

Before further flight after the effective date of this AD:

(1) Determine the total hours time-in-service (TIS) and total number of landings of tail gearbox fitting P/N 4F5350A04152. For purposes of this AD, a landing is counted anytime a helicopter lifts off into the air and then lands again regardless of the duration of the landing and regardless of whether the engine is shutdown. If the total hours TIS and total number of landings cannot be determined, before further flight, remove the part from service.

(2) Remove any part from service that has reached or exceeded its life limit as follows. Thereafter, remove any part from service on or before reaching its life limit as follows. Tail gearbox fitting P/N 4F5350A04152: 14,600 total hours TIS or 57,300 total landings, whichever occurs first.

**(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 Kristi Bradley, Program Manager, COS Program Management Section, Operational Safety Branch, Compliance & Airworthiness Division, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5110; email kristin.bradley@faa.gov.

(2) The subject of this AD is addressed in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2018-0087, dated April 18, 2018. You may view the EASA AD on the internet at https://www.regulations.gov in Docket No. FAA-2021-0455.

**(j) Material Incorporated by Reference**

None.

Issued on August 13, 2021.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2021-17841 Filed 8-19-21; 8:45 am]

**2021-17-18 Leonardo S.p.a.:** Amendment 39-21701; Docket No. FAA-2021-0686; Project Identifier MCAI-2021-00687-R.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective September 7, 2021.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Leonardo S.p.a. Model A109C, A109K2, A109E, A109S, and AW109SP helicopters, certificated in any category, all serial numbers.

**(d) Subject**

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

**(e) Unsafe Condition**

This AD was prompted by a report of a crack on the tail rotor (TR) mast. The FAA is issuing this AD to address cracking on the TR mast, which could lead to failure of the TR mast, with consequent 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 2021-0144, dated June 17, 2021 (EASA AD 2021-0144).

**(h) Exceptions to EASA AD 2021-0144**

(1) Where EASA AD 2021-0144 refers to its effective date, this AD requires using the effective date of this AD.

(2) The "Remarks" section of EASA AD 2021-0144 does not apply to this AD.

(3) Where EASA AD 2021-0144 refers to flight hours (FH), this AD requires using hours time-in-service.

(4) Where paragraph (1) of EASA AD 2021-0144 specifies a compliance time of 25 FH or 3 months, whichever occurs first, this AD requires compliance within 25 hours time-in-service after the effective date of this AD.

(5) Where Note 1 of EASA AD 2021-0144 specifies a tolerance of 30 FH, this AD does not allow a tolerance.

(6) Where paragraph (6) of EASA AD 2021-0144 states the term “discrepancies,” for the purposes of this AD discrepancies include dents, corrosion, elongation, scratches, wear, excessive wear (web visible), fretting, or stepping.

(7) Where paragraph (7) of EASA AD 2021-0144 states the term “discrepancies,” for the purposes of this AD discrepancies include abnormal wear condition, corrosion, fretting, crack, or damage (including dents, elongation, scratches, or stepping).

(8) Paragraphs (5) and (9) of EASA AD 2021-0144 do not apply to this AD.

(9) Where EASA AD 2021-0144 defines “serviceable part,” and that definition specifies instructions that are “approved under Leonardo Design Organization Approval (DOA) or by EASA,” for this AD, the repair must be accomplished using a method approved by the Manager, General Aviation and Rotorcraft Section, International Validation Branch, FAA; or EASA; or Leonardo S.p.a.'s EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(10) Where Note 2, and paragraph (7) of EASA AD 2021-0144 specify instructions that are “approved under Leonardo DOA or by EASA,” for this AD, the repair must be accomplished using a method approved by the Manager, General Aviation and Rotorcraft Section, International Validation Branch, FAA; or EASA; or Leonardo S.p.a.'s EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(11) Where the service information referenced in EASA AD 2021-0144 specifies to contact the manufacturer for corrective action, this AD requires the repair to be done in accordance with a method approved by the Manager, General Aviation and Rotorcraft Section, International Validation Branch, FAA; or EASA; or Leonardo S.p.a.'s EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(12) Where the service information referenced in EASA AD 2021-0144 specifies to discard a certain part, this AD requires removing that part 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 actions of this AD can be performed, 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 Andrea Jimenez, Aerospace Engineer, COS Program Management Section, Operational Safety Branch, FAA, 1600 Stewart Ave., Suite 410, Westbury, NY 11590; phone: (516) 228-7330; email: andrea.jimenez@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 2021-0144, dated June 17, 2021.

(ii) [Reserved]

(3) For EASA AD 2021-0144, 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-2021-0686.

(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 fr.inspection@nara.gov, or go to https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on August 13, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-17976 Filed 8-18-21; 11:15 am]

**2021-18-06 Airbus Helicopters:** Amendment 39-21707; Docket No. FAA-2021-0717; Project Identifier AD-2021-00814-R.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective September 10, 2021.

**(b) Affected ADs**

This AD replaces AD 2021-11-03, Amendment 39-21565 (86 FR 30759, June 10, 2021) (AD 2021-11-03).

**(c) Applicability**

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

**(d) Subject**

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

**(e) Unsafe Condition**

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

**(f) Compliance**

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

**(g) Requirements**

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2019-0008.

**(h) Exceptions to EASA AD 2019-0008**

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

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

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

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

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

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

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

(8) Where paragraph (1) of EASA AD 2019-0008 states to, "inspect the MGB fixed cowling front fittings in accordance with the instructions of paragraph 1.E.2 of the applicable inspection ASB or in accordance with the instructions of the applicable modification ASB," this AD requires:

(i) For Model SA-365N, SA-365N1, AS-365N2, and AS 365 N3 helicopters: determining if Airbus Helicopters Alert Service Bulletin No. 53.00.55, Revision 0, dated March 13, 2017, or Revision 1, dated December 20, 2018, has or has not been complied with and following the instructions, "For helicopters on which ALERT SERVICE BULLETIN No. 53.00.55 has not been complied with" or "For helicopters on which ALERT SERVICE BULLETIN No. 53.00.55 has been complied with," as applicable, in paragraph 1.E.2, of Airbus Helicopters Alert Service Bulletin No. AS365-53.00.62 Revision 0, dated December 20, 2018 (ASB AS365-53.00.62).

(ii) For Model EC 155B and EC155B1 helicopters: determining if Airbus Helicopters Alert Service Bulletin No. 53A035, Revision 0, dated March 13, 2017, or Revision 1, dated December 20, 2018, has or has not been complied with and following the instructions, "For helicopters on which ALERT SERVICE BULLETIN No. 53A035 has not been complied with" or "For helicopters on which ALERT SERVICE BULLETIN No. 53A035 has been complied with," as applicable, in paragraph 1.E.2, of Airbus Helicopters Alert Service Bulletin No. EC155-53A038, Revision 0, dated December 20, 2018 (ASB EC155-53A038).

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

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

**(i) Special Flight Permit**

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

**(j) Alternative Methods of Compliance (AMOCs)**

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

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

**(k) Related Information**

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

(3) The following service information was approved for IBR on July 15, 2021 (86 FR 30759, June 10, 2021).

(i) European Aviation Safety Agency (EASA) AD 2019-0008, dated January 22, 2019.

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

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

(3) For EASA AD 2019-0008, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this EASA AD on the EASA website at https://ad.easa.europa.eu. For Airbus Helicopters service information 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. 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-2021-0717.

(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 fr.inspection@nara.gov, or go to https://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on August 23, 2021.

Gaetano A. Sciortino,

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

[FR Doc. 2021-18441 Filed 8-24-21; 11:15 am]