FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

SMALL AIRPLANES, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2021-19

8/30/2021 - 9/12/2021

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

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AD No.	Information	Manufacturer	Applicability

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

Biweekly 2021-01

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

Biweekly 2021-02

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

Biweekly 2021-03

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

Biweekly 2021-04

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

Biweekly 2021-05

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

Biweekly 2021-06

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

AD No.	Information	Manufacturer	Applicability
Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects			
2021-04-19		Bell Textron Inc.	205B
2021-05-01		Airbus Helicopters	SA330J
2021-05-02		Airbus Helicopters	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, and AS350D; AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP; EC130B4 and EC130T2
2021-05-04		Leonardo S.p.a.	A109S and AW109SP
2021-05-05	R 2016-23-05	Airbus Helicopters	SA-365N1, AS-365N2, AS 365 N3, SA-366G1, EC 155B, and EC155B1
2021-05-07		Airbus Helicopters Deutschland GmbH	BO-105A, BO-105C, and BO-105S; MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2, and MBB-BK 117 C-1
2021-05-08		Safran Helicopter Engines, S.A.	Arriel 2C, 2C1, 2S1, and 2S2
2021-05-09	R 2018-15-02	Airbus Helicopters	AS350B, AS350B1, AS350B2, AS350B3, AS350BA, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP
2021-05-22		Safran Helicopter Engines, S.A.	Arriel 1B, Arriel 1C, Arriel 1C2, and Arriel 1D1; Astazou XIV B and Astazou XIV H
Biweekly 2021-07			
2021-05-06		Airbus Helicopters	AS332C, AS332C1, AS332L, AS332L1, AS332L2, EC 155B, EC155B1, EC225LP, and SA330J
2021-05-13		Leonardo S.p.a	AW189
2021-05-14		Air Tractor, Inc.	AT-250, AT-300, AT-301, AT-302, AT-400, AT-400A, AT-401, AT-401A, AT-401B, AT402, AT-402A, AT-402B, AT-501, AT-502, AT-502A, AT-502B, AT-503, AT-503A, AT-504, AT-602, AT-802, and AT-802A
2021-05-17	R 2019-12-09	Rockwell Collins, Inc.	Flight Display System Application FDSA-6500
2021-06-02		Airbus Helicopters	AS332L, AS332L1, AS332C, and AS332C1
2021-06-06	R 2021-05-52	Bell Textron Canada Limited	505
2021-07-05	R 2007-26-52	Leonardo S.p.a.	A109C, A109E, and A109K2
2021-07-08	R 97-26-02	Airbus Helicopters Deutschland GmbH	BO-105A, BO-105C, BO-105S, BO-105LS A-1, and BO-105LS A-3
Biweekly 2021-08			
2021-04-21		Airbus Helicopters	EC120B
2021-05-15	A 2019-09-03	Airbus Helicopters	AS332C, AS332C1, AS332L, and AS332L1
2021-05-19		Sikorsky Aircraft and Sikorsky Aircraft Corporation	S-61L, S-61N, S-61NM, and S-61R; S-61A, S-61D, S-61E, and S-61V
2021-05-21	R 2017-23-08	Leonardo S.p.a.	AB139 and AW139
2021-06-01		Pilatus Aircraft Ltd.	PC-24
2021-06-05	R 2017-07-08	Airbus Helicopters Deutschland GmbH	MBB-BK 117 D-2
2021-07-07		Airbus Helicopters	EC 155B and EC155B1
2021-07-12		Airbus Helicopters Deutschland GmbH	EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, and EC135T3
2021-07-13		Pacific Scientific Company	rotary buckle assembly
2021-07-15	R 82-20-05	Airbus Helicopters	AS350B, AS350B1, AS350B2, AS350B3, AS350BA, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP
2021-08-07		Rockwell Collins, Inc.	GPS-4000S
Biweekly 2021-09			
2021-07-16		Leonardo S.p.a.	AB412
2021-08-06	R 97-06-10	Textron Aviation Inc.	76
2021-08-15		Garmin International	GMN-00962 GTS
2021-08-18	R 2021-04-16	Sikorsky Aircraft Corporation	S-92A
2021-09-02	R 2021-04-07	Piper Aircraft, Inc.	PA-46-350P (Malibu Mirage), PA-46R-350T (Malibu Matrix), and PA-46-500TP (Malibu Meridian)
2021-09-04		Austro Engine GmbH	E4 and E4P
2021-09-07	R 2019-17-02	Airbus Helicopters Deutschland GmbH	EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, and EC135T3
2021-09-09		Uninsured United Parachute Technologies, LLC	Vector 3 SE

AD No.	Information	Manufacturer	Applicability

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Biweekly 2021-10

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

Biweekly 2021-11

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

Biweekly 2021-12

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

Biweekly 2021-13

2021-10-28		Pilatus Aircraft Ltd.	PC-24
2021-11-01	R 2013-20-13	Bell Textron Canada Limited	206B and 206L
2021-11-03		Airbus Helicopters	EC 155B, EC155B1, SA-365N, SA-365N1, AS-365N2, and AS 365 N3
2021-11-05		Airbus Helicopters	EC225LP
2021-11-08	R 2014-25-04	Pilatus Aircraft Ltd.	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
2021-11-09		Airbus Helicopters Deutschland GmbH	MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2, and MBB-BK 117 C-1
2021-11-12		Pilatus Aircraft Ltd.	PC-24
2021-11-13		Bell Textron Canada Limited	429
2021-11-14		Leonardo S.p.a.	AW169
2021-11-16	R 79-01-03 R 83-20-03	Piper Aircraft, Inc.	PA-36-285, PA-36-300, and PA-36-375
2021-11-17		Airbus Helicopters Deutschland GmbH	EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, and EC135T3
2021-11-19		Bell Textron Canada Limited	505
2021-11-22	R 2016-11-21	Airbus Helicopters Deutschland GmbH	EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, and EC135T3
2021-12-03		Leonardo S.p.a.	AW189
2021-12-05		Airbus Helicopters	EC155B1
2021-12-06		Airbus Helicopters	AS-365N2, AS 365 N3, SA-365N, and SA-365N1
2021-12-10		Leonardo S.p.a.	AB139 and AW139

AD No.	Information	Manufacturer	Applicability
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
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
Biweekly 2021-19			
2021-16-04		Leonardo S.p.a.	AB412 and AB412 EP
2021-16-05	R 2016-12-51	Airbus Helicopters	AS332L2 and EC225LP
2021-16-09		Leonardo S.p.a.	AW189
2021-16-10		Airbus Helicopters Deutschland GmbH	EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, and EC135T3
2021-16-11		Airbus Helicopters	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350D, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP
2021-16-12		Bell Textron Canada Limited	505
2021-16-16		Airbus Helicopters	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, and AS350D; AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP
2021-16-17		Airbus Helicopters Deutschland GmbH (AHD)	MBB-BK 117 D-2
2021-17-05	R 2014-04-06	Safran Helicopter Engines, S.A.	Arrius 2B1, 2B1A, 2B2, and 2K1
2021-17-15		Leonardo S.p.a.	AB139 and AW139
2021-18-01		B-N Group Ltd.	BN-2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN-2T, and BN-2T-4R
2021-18-07		Leonardo S.p.a.	AB412 and AB412 EP
2021-18-10		Bell Textron Canada Limited	429
2021-19-01		Bell Textron Canada Limited	206, 206A, 206A-1 (OH-58A), 206B, 206B-1, 206L, 206L-1, 206L-3, 206L-4, 222, 222B, 222U, 230, 407, 427, 429, and 430
2021-19-04		Hélicoptères Guimbal	Cabri G2
2021-19-08		Robinson Helicopter Company	R44 and R44 II

2021-16-04 Leonardo S.p.a.: Amendment 39-21666; Docket No. FAA-2021-0607; Project Identifier MCAI-2020-01249-R.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Leonardo S.p.a. Model AB412 and AB412 EP helicopters, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 2400, Electrical Power System.

(e) Unsafe Condition

This AD was prompted by a report of the failure of both inverters in-flight, leading to an autopilot disconnection. Subsequent inspection identified chafing of a wire in the alternating current (AC) power system cable assembly, due to a protective grommet incorrectly installed in the emergency bus interlock compartment. Insufficient clearance between a protective grommet and the cable assemblies that pass through it could result in damage (including chafing) to the cable assemblies. The FAA is issuing this AD to address incorrect installation of a protective grommet in the emergency bus interlock compartment and chafed wiring in the AC power system cable assembly. Chafed wiring in the AC power system cable assembly, if not addressed, could lead to a short in the AC power system, resulting in autopilot failure, possibly the loss of other avionics systems, increased pilot workload, and reduced control of the helicopter.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2020-0192, dated September 4, 2020 (EASA AD 2020-0192).

(h) Exceptions to EASA AD 2020-0192

(1) Where EASA AD 2020-0192 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where the service information referenced in EASA AD 2020-0192 specifies to discard a certain part, this AD requires removing that part from service.

(3) Where the service information referenced in EASA AD 2020-0192 specifies to replace a certain part, this AD requires removing that part from service.

(4) Where EASA AD 2020-0192 refers to flight hours (FH), this AD requires using hours time-in-service.

(5) The "Remarks" section of EASA AD 2020-0192 does not apply to this AD.

(6) Where paragraph (2) of EASA AD 2020-0192 refers to "any discrepancy" for this AD, discrepancies include inadequate clearance between the protective grommet and AC power system cable assembly and damaged (chafed) AC power system cable assemblies.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2020-0192 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Special Flight Permit

Special flight permits, as described in 14 CFR 21.197 and 21.199, are prohibited.

(k) Alternative Methods of Compliance (AMOCs)

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

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

(l) Related Information

For more information about this AD, contact Jacob Fitch, Aerospace Engineer, COS Program Management Section, Operational Safety Branch, Compliance & Airworthiness Division, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-4130; email jacob.fitch@faa.gov.

(m) Material Incorporated by Reference

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

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

(i) European Union Aviation Safety Agency (EASA) AD 2020-0192, dated September 4, 2020.

(ii) [Reserved]

(3) For EASA AD 2020-0192, 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 2021-0607.

(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 21, 2021.

Gaetano A. Sciortino,

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

[FR Doc. 2021-19248 Filed 9-7-21; 8:45 am]

2021-16-05 Airbus Helicopters: Amendment 39-21667; Docket No. FAA-2021-0379; Project Identifier MCAI-2021-00068-R.

(a) Effective Date

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

(b) Affected ADs

This AD replaces AD 2016-12-51, Amendment 39-18578 (81 FR 43479, July 5, 2016) (AD 2016-12-51).

(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) Code 6320, Main Rotor Gearbox.

(e) Reason

This AD was prompted by an accident involving a Model EC225LP helicopter in which the main rotor hub detached from the main gearbox. The FAA is issuing this AD to address failure of the main rotor system, which would result in loss of control of the helicopter.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2017-0134R2, dated April 16, 2020 (EASA AD 2017-0134R2).

(h) Exceptions to EASA AD 2017-0134R2

(1) Where EASA AD 2017-0134R2 refers to the effective dates specified in paragraphs (h)(1)(i) through (v) of this AD, this AD requires using the effective date of this AD.

(i) The effective date of EASA AD 2017-0134R2.

(ii) October 13, 2016 (the effective date of EASA AD 2016-0199, dated October 7, 2016).

(iii) March 20, 2017 (the effective date of EASA AD 2017-0050-E, dated March 17, 2017).

(iv) June 30, 2017 (the effective date of EASA AD 2017-0111, dated June 23, 2017).

(v) August 1, 2017 (the effective date of EASA AD 2017-0134, dated July 27, 2017).

(2) The "Remarks" section of EASA AD 2017-0134R2 does not apply to this AD.

(3) Where any service information referred to in EASA AD 2017-0134R2 specifies to discard certain parts after they have been removed from the helicopter, this AD requires removing those parts from service.

(4) Where paragraph (2) of EASA AD 2017-0134R2 specifies to replace a part before exceeding the applicable "new service life limit," this AD requires removing that part from service.

(5) Where any service information referred to in EASA AD 2017-0134R2 specifies to return certain parts to the manufacturer, including for overhaul, after they have been removed from the helicopter, this AD does not include that requirement.

(6) Where EASA AD 2017-0134R2 refers to flight hours (FH), this AD requires using hours time-in-service.

(7) Where any service information referred to in EASA AD 2017-0134R2 specifies to perform a metallurgical analysis and contact the manufacturer if unsure about the characterization of the particles collected, this AD does require characterization of the particles collected, however this AD does not require contacting the manufacturer to determine the characterization of the particles collected.

(8) Where EASA AD 2017-0134R2 requires actions during each "after last flight" of the day (ALF) inspection, this AD requires those actions before the first flight of each day.

(9) Where any service information referred to in EASA AD 2017-0134R2 specifies to do the actions identified in paragraphs (h)(9)(i) through (iv) of this AD, this AD does not include those requirements.

(i) Watch a video for removing the grease from the full flow magnetic plug (FFMP), using a cleaning agent, and collecting particles.

(ii) Return affected planetary gear assembly to the manufacturer for module overhaul.

(iii) Contact the approved repair station/Airbus Helicopters if the reason for a repair to an epicyclic module is unknown and inform/contact Airbus Helicopters.

(iv) Contact the approved repair station/Airbus Helicopters depending on who performed the last overhaul (RG) to determine if a repair has been done on the second stage planet gears since new.

(10) Where any service information referred to in EASA AD 2017-0134R2 specifies that retrofit of the planet gear of the main gearbox (MGB) can only be done by Airbus Helicopters or Airbus Helicopters approved repair centers, this AD does not require that the retrofit of the planet gear be done only by Airbus Helicopters or Airbus Helicopters approved repair centers. For this AD the retrofit can also be done by an FAA-approved repair station.

(11) Where paragraph (5) of EASA AD 2017-0134R2 specifies accomplishing the FFMP additional work within 3 months after August 1, 2017, this AD requires accomplishing the FFMP additional work within 4 months after the effective date of this AD.

(12) Where paragraph (6) of EASA AD 2017-0134R2 specifies to "inform all flight crews and, thereafter, operate the helicopter accordingly," this AD does not require those actions.

(13) Where any service information referred to in EASA AD 2017-0134R2 specifies that if any 16NCD13 particles are found you are to take a 1-liter sample of oil and send it to the manufacturer, this AD does not require those actions.

(14) Where any service information referred to in EASA AD 2017-0134R2 specifies "Do not resume flights until corrective action(s) are agreed by Airbus Helicopters," or to contact Airbus Helicopters before resuming flights "if further particles are collected during the close monitoring period" for this AD, you must repair before further flight using a method specified in paragraph (h)(14)(i) or (ii) of this AD.

(i) In accordance with FAA approved procedures.

(ii) The procedures specified in Appendix 4.A., Particle Analysis, of Airbus Helicopters Emergency Alert Service Bulletin 05A049, Revision 6, dated July 25, 2017; or Emergency Alert

Service Bulletin 05.01.07, Revision 6, dated July 27, 2017, as applicable, except as required by paragraphs (h)(5), (7), and (13) of this AD.

(15) Where the service information identified in EASA AD 2017-0134R2 specifies to report inspection results to Airbus Helicopters, for this AD, report the inspection results at the applicable time specified in paragraph (h)(15)(i) or (ii) of this AD.

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

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

(i) Credit for Previous Actions

(1) This paragraph provides credit for the actions specified in paragraph (4) of EASA AD 2017-0134R2, if those actions were performed before the effective date of this AD using Airbus Helicopters Emergency Alert Service Bulletin 63.00.83 or 63A030, both Revision 1, both dated October 7, 2016.

(2) Corrective action(s) for the inspections required by paragraphs (8) and (10) of EASA AD 2017-0134R2 accomplished on a helicopter before the effective date of this AD, in accordance with Paragraph 3.B. and Appendix 4.A. of the Accomplishment Instructions of the applicable Airbus Helicopters service information specified in paragraphs (i)(2)(i) through (viii) of this AD, as applicable, are acceptable to comply with the requirements of paragraph (11) of EASA AD 2017-0134R2 for that helicopter, but only for the corrective actions for the inspections required by paragraphs (8) and (10) of EASA AD 2017-0134R2.

(i) Emergency Alert Service Bulletin 05.01.07, Revision 2, dated October 7, 2016.

(ii) Emergency Alert Service Bulletin 05.01.07, Revision 3, dated February 25, 2017.

(iii) Emergency Alert Service Bulletin 05.01.07, Revision 4, dated March 17, 2017.

(iv) Emergency Alert Service Bulletin 05.01.07, Revision 5, dated June 23, 2017.

(v) Emergency Alert Service Bulletin 05A049, Revision 2, dated October 7, 2016.

(vi) Emergency Alert Service Bulletin 05A049, Revision 3, dated February 25, 2017.

(vii) Emergency Alert Service Bulletin 05A049, Revision 4, dated March 17, 2017.

(viii) Emergency Alert Service Bulletin 05A049, Revision 5, dated June 23, 2017.

(j) Special Flight Permit

Special flight permits, as described in 14 CFR 21.197 and 21.199, are prohibited.

(k) Alternative Methods of Compliance (AMOCs)

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

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

(l) Related Information

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

(2) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (m)(4) and (5) of this AD.

(m) Material Incorporated by Reference

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

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

(i) European Union Aviation Safety Agency (EASA) AD 2017-0134R2, dated April 16, 2020.

(ii) Airbus Helicopters Emergency Alert Service Bulletin 05A049, Revision 6, dated July 25, 2017.

(iii) Airbus Helicopters Emergency Alert Service Bulletin 05.01.07, Revision 6, dated July 27, 2017.

(3) For EASA AD 2017-0134R2, 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) For Airbus Helicopters service information, 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.

(5) 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-2021-0379.

(6) 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 July 22, 2021.

Gaetano A. Sciortino,

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

[FR Doc. 2021-19247 Filed 9-7-21; 8:45 am]

2021-16-09 Leonardo S.p.a.: Amendment 39-21671; Docket No. FAA-2021-0383; Project Identifier 2018-SW-005-AD.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Leonardo S.p.a. Model AW189 helicopters, certificated in any category, as identified in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2018-0006, dated January 10, 2018 (EASA AD 2018-0006).

(d) Subject

Joint Aircraft Service Component (JASC) Code: 3212, Emergency Flotation Section.

(e) Unsafe Condition

This AD was prompted by corrosion on the inlet check valve banjo fitting of emergency flotation system (EFS) float assemblies. The FAA is issuing this AD to prevent reduced inflation of an EFS float. The unsafe condition, if not addressed, could affect the helicopter's buoyancy during an emergency landing on water.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2018-0006.

(h) Exceptions to EASA AD 2018-0006

(1) Where EASA AD 2018-0006 refers to December 29, 2017 (the effective date of EASA AD 2017-0256, dated December 22, 2017), this AD requires using the effective date of this AD.

(2) Where the service information referenced in EASA AD 2018-0006 specifies to return a certain part, this AD requires removing that part from service.

(3) Where the service information referenced in EASA AD 2018-0006 specifies to discard certain parts, this AD requires removing those parts from service.

(4) The "Remarks" section of EASA AD 2018-0006 does not apply to this AD.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2018-0006 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Alternative Methods of Compliance (AMOCs)

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

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

(k) Related Information

For more information about this AD, contact Kristi Bradley, 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.

(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 2018-0006, dated January 10, 2018.

(ii) [Reserved]

(3) For EASA AD 2018-0006, 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 at https://www.regulations.gov by searching for and locating Docket No. FAA-2021-0383.

(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 July 26, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-19249 Filed 9-7-21; 8:45 am]

2021-16-10 Airbus Helicopters Deutschland GmbH: Amendment 39-21672; Docket No. FAA-2021-0380; Project Identifier MCAI-2020-01683-R.

(a) Effective Date

This airworthiness directive (AD) is effective October 13, 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, certificated in any category, with any of the tail rotor blade (TRB) part numbers specified in paragraphs (c)(1) through (5) of this AD installed.

(1) Part number (P/N) L642A2002101.
(2) P/N L642A2002103.
(3) P/N L642A2002104.
(4) P/N L642A2002111.
(5) P/N L642A2002112.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report that during an investigation related to an accident on an Airbus Helicopters Model EC130B4 helicopter, geometrical non-conformities were observed in the TRB root section. The FAA is issuing this AD to address geometrical non-conformities in the TRB root section, which could lead to crack initiation and consequent blade failure, resulting in loss of control of the helicopter.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2020-0282, dated December 17, 2020 (EASA AD 2020-0282).

(h) Exceptions to EASA AD 2020-0282

(1) Where EASA AD 2020-0282 refers to its effective date, this AD requires using the effective date of this AD.

(2) The "Remarks" section of EASA AD 2020-0282 does not apply to this AD.

(3) Where the service information referred to in EASA AD 2020-0282 specifies to discard a certain part, this AD requires removing that part from service.

(4) Where EASA AD 2020-0282 refers to flight hours (FH), this AD requires using hours time-in-service.

(5) Where the service information referred to in EASA AD 2020-0282 specifies to measure using the Smartphone application or the PowerPoint method, those methods of measurement are not required by this AD.

(6) Where the service information referred to in EASA AD 2020-0282 specifies to contact Airbus Helicopters if the measurement results cannot be confirmed, this AD requires determining the specified measurements but does not require contacting Airbus Helicopters for confirmation.

(i) No Reporting Requirement

Although the service information referred to in EASA AD 2020-0282 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Alternative Methods of Compliance (AMOCs)

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

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

(k) Related Information

For more information about this AD, contact Andrea Jimenez, Aerospace Engineer, COS Program Management Section, Operational Safety Branch, Compliance & Airworthiness Division, FAA, 1600 Stewart Ave., Mail Stop: Room 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.

(i) European Union Aviation Safety Agency (EASA) AD 2020-0282, dated December 17, 2020.

(ii) [Reserved]

(3) For EASA AD 2020-0282, 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 material 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-2021-0380.

(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 27, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-19250 Filed 9-7-21; 8:45 am]

2021-16-11 Airbus Helicopters: Amendment 39-21673; Docket No. FAA-2021-0369; Project Identifier 2019-SW-033-AD.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Helicopters Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350D, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters, certificated in any category, with a tail rotor gearbox (TGB) actuating rod identified in paragraphs (c)(1) through (9) of this AD installed.

(1) Part number (P/N) 350A27191000;
(2) P/N 350A27191001;
(3) P/N 350A27191002;
(4) P/N 350A27191003;
(5) P/N 350A27191004;
(6) P/N 350A2719100401;
(7) P/N 350A2719100402;
(8) P/N 350A27192000; or
(9) A TGB actuating rod with an unknown part number and serial number.

(d) Subject

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

(e) Reason

This AD was prompted by a report of reduced yaw control, during an approach for landing, that resulted from rupture of the TGB actuating rod and uncoupling of the steel sleeve from inside the external aluminum tube. The FAA is issuing this AD to address failure of a TGB actuating rod, which could result in loss of 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 2019-0060, dated March 20, 2019 (EASA AD 2019-0060).

(h) Exceptions to EASA AD 2019-0060

(1) Where EASA AD 2019-0060 refers to January 3, 2019 (the effective date of EASA AD 2018-0287, dated December 20, 2018), or its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2019-0060 refers to flight hours (FH), this AD requires using hours time-in-service.

(3) Where paragraph (2) of EASA AD 2019-0060 specifies to mark TGB actuating rods, replace the language in paragraph (2) of EASA AD 2019-0060 that states "the instructions of section 3 of the applicable ASB [alert service bulletin]," with the applicable language specified in paragraphs (h)(3)(i) and (ii) of this AD.

(i) For P/N 350A2719100402 and parts not included in table 1 of EASA AD 2019-0060: "the instructions for 'If only paragraph 3.B.2.a. was complied with' of paragraph 3.C. of the Accomplishment Instructions of the applicable ASB."

(ii) For parts included in table 1 of EASA AD 2019-0060: "the instructions for 'If paragraph 3.B.2.b. or paragraph 3.B.5. was complied with' of paragraph 3.C. of the Accomplishment Instructions of the applicable ASB."

(4) Where paragraph (2) of EASA AD 2019-0060 specifies "mark each affected part (all rods, regardless of the status with respect to the dye penetrant inspection), and each TGB rod having P/N 350A2719100402," for this AD, mark the parts identified in paragraphs (c)(1) through (9) of this AD.

(5) Where EASA AD 2019-0060 specifies "AH [Airbus Helicopters] AS350 SB [service bulletin] No. 67.10 Revision 1" and "AH AS355 SB No. 67.09 Revision 2," replace the text "AH" with "Aerospatiale."

(6) Where the "Ref. Publications" section of EASA AD 2019-0060 specifies the date for "AS355 SB No. 67.09 Revision 2," replace the text "28 March 1989" with "October 1989."

(7) Although service information referenced in EASA AD 2019-0060 specifies to keep parts, this AD does not include that requirement.

(8) Paragraph (7) of EASA AD 2019-0060 specifies to report inspection results to Airbus Helicopters within a certain compliance time. For this AD, report inspection results at the applicable time specified in paragraph (h)(8)(i) or (ii) of this AD.

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

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

(9) For the purposes of this AD, "CW," which is stated in Table 1 of EASA AD 2019-0060, is defined as calendar week.

(10) The "Remarks" section of EASA AD 2019-0060 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: Manager, International Validation Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX

76177; telephone (817) 222-5110. Information may be emailed to: 9-AVS-AIR-730-AMOC@faa.gov.

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

(j) Related Information

For more information about this AD, contact Kathleen Arrigotti, Program Manager, Large Aircraft Section, International Validation Branch, Compliance & Airworthiness Division, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax (206) 231-3218; email kathleen.arrigotti@faa.gov.

(k) Material Incorporated by Reference

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

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

(i) European Union Aviation Safety Agency (EASA) AD 2019-0060, dated March 20, 2019.

(ii) [Reserved]

(3) For EASA AD 2019-0060, 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-2021-0369.

(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 August 25, 2021.

Gaetano A. Sciortino,

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

[FR Doc. 2021-18753 Filed 8-31-21; 8:45 am]

2021-16-12 Bell Textron Canada Limited: Amendment 39-21674; Docket No. FAA-2021-0377; Project Identifier MCAI-2021-00380-R.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bell Textron Canada Limited Model 505 helicopters, certificated in any category, with serial numbers (S/Ns) 65011 through 65023 inclusive, 65025 through 65028 inclusive, 65030 through 65032 inclusive, 65034, and 65036 with relay panel assembly part number (P/N) SLS-075-002-107 installed.

Note 1 to paragraph (c): Helicopters with S/Ns 65011 through 65023 inclusive, 65025 through 65028 inclusive, 65030 through 65032 inclusive, 65034, and 65036 are known to have had relay panel assembly P/N SLS-075-002-107 installed during production.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 3110, Instrument Panel.

(e) Unsafe Condition

This AD was prompted by three occurrences of metallic debris in the engine oil lubrication system causing a short to ground within the engine chip detector. The FAA is issuing this AD to prevent failure of the 12 volts direct current (VDC) reference voltage, loss of display of important flight information to the pilot including the main rotor rotations per minute (Nr), fuel quantity, and transmission oil pressure and temperature, and the generator voltage and ammeter parameters as marked invalid with a red "X" on the primary flight display (PFD) and the multi-function display (MFD). The unsafe condition, if not addressed, could result in simultaneous loss of caution, advisory, and system performance indicators for multiple systems.

(f) Compliance

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

(g) Required Actions

(1) Within 25 hours time-in-service after the effective date of this AD, replace relay panel assembly P/N SLS-075-002-107 with relay panel assembly P/N SLS-075-002-109 by following the

Accomplishment Instructions, paragraphs 1.a. through 3, of Bell Helicopter Alert Service Bulletin 505-17-04, dated December 6, 2017.

(2) As of the effective date of this AD, do not install relay panel assembly P/N SLS-075-002-107 on any helicopter.

(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 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 Transport Canada AD CF-2017-36, dated December 15, 2017. You may view the Transport Canada AD at https://www.regulations.gov in Docket No. FAA-2021-0377.

(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) Bell Helicopter Alert Service Bulletin 505-17-04, dated December 6, 2017.

(ii) [Reserved]

(3) For Bell Helicopter service information identified in this AD, contact Bell Textron Canada Limited, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4, Canada; 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.

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

Issued on July 27, 2021.

Ross Landes,

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

[FR Doc. 2021-19251 Filed 9-7-21; 8:45 am]

2021-16-16 Airbus Helicopters: Amendment 39-21679; Docket No. FAA-2021-0449; Project Identifier 2018-SW-001-AD.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Helicopters Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, and AS350D helicopters; and Model AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters, certificated in any category, with litter kits installed having any part number specified in paragraphs (c)(1) through (3) of this AD:

(1) Part number (P/N) 350-200034 (left-hand litter kit).

(2) P/N 350-200194 (left-hand litter kit).

(3) P/N 350-200144 (right-hand litter kit).

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports that the lanyards (bead chain tethers), which hold the quick release pins to the forward bracket assembly of certain litter kits, can loop around the directional control pedal stubs, limiting the movement of the pedals, which affect the control of the flight. The FAA is issuing this AD to address interference between the litter kit lanyards and the flight controls. The unsafe condition, if not addressed, could result in limited flight control movement and difficulty controlling the helicopter.

(f) Compliance

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

(g) Required Actions

(1) For litter kits having any part specified in paragraphs (c)(1) through (3) of this AD: Prior to each flight until the modification required by paragraph (g)(2) of this AD is accomplished, do a pre-flight check to determine if there is interference (e.g. limited movement of the pedals due to the lanyards that hold the quick release pins to the forward bracket assembly being looped around the

directional control pedal stubs) between the lanyards that hold the quick release pins to the forward bracket assembly and the pedals. If interference is found, before further flight, do the modification required by paragraph (g)(2) of this AD for the affected litter kit. The pre-flight check 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 § 43.9(a)(1) through (4) and § 91.417(a)(2)(v). The record must be maintained as required by § 91.417, § 121.380, or § 135.439.

(2) Within 25 hours time-in-service (TIS) after the effective date of this AD, modify the attachment location of the lanyard for litter kits having any part specified in paragraphs (c)(1) through (3) of this AD. Do the modification in accordance with paragraph 3.B.2., "Procedure," of the Accomplishment Instructions of Airbus Helicopters Service Bulletin SB-AHCA-128, Revision 0, dated March 24, 2017.

Note 1 to paragraph (g): Litter kits, P/N 350-200034 and P/N 350-200194, may have been installed under supplemental type certificate (STC) SR00406NY (for Model AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters) or STC SR00407NY (for Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, and AS350D helicopters). Litter kit P/N 350-200144 may have been installed under STC SR00458NY (for Model AS350BA, AS350B2, and AS350B3 helicopters).

(h) Parts Installation Limitation

As of the effective date of this AD, no person may install a litter kit having a part number identified in paragraphs (c)(1) through (3) of this AD, on any helicopter, unless the installation is modified as required by paragraph (g)(2) of this AD.

(i) Alternative Methods of Compliance (AMOCs)

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

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

(j) Related Information

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

(2) For information about AMOCs, contact the Manager, International Validation Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5110; email 9-AVS-AIR-730-AMOC@faa.gov.

(3) The subject of this AD is addressed in Transport Canada AD CF-2017-37 dated December 19, 2017. You may view the Transport Canada AD at https://www.regulations.gov in Docket No. FAA-2021-0449.

(k) Material Incorporated by Reference

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

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

(i) Airbus Helicopters Service Bulletin SB-AHCA-128, Revision 0, dated March 24, 2017.

(ii) [Reserved]

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

Issued on July 30, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-19252 Filed 9-7-21; 8:45 am]

2021-16-17 Airbus Helicopters Deutschland GmbH (AHD): Amendment 39-21680; Docket No. FAA-2021-0450; Project Identifier 2017-SW-100-AD.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Helicopters Deutschland GmbH (AHD) Model MBB-BK 117 D-2 helicopters, certificated in any category, with an affected main gearbox or affected rotor mast nut as identified in Note 1 of European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2017-0037, dated February 22, 2017 (EASA AD 2017-0037) installed.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 6200 Main gearbox.

(e) Unsafe Condition

This AD was prompted by the discovery that certain parts that are approved for installation on multiple helicopter models are life limited parts when installed on Model MBB-BK 117 D-2 helicopters and some helicopter delivery documents excluded the life limit information. The FAA is issuing this AD to prevent certain parts from remaining in service beyond their fatigue life. The unsafe condition, if not addressed, could result in failure of the part 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 2017-0037.

(h) Exceptions to EASA AD 2017-0037

(1) Where EASA AD 2017-0037 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2017-0037 refers to flight hours (FH), this AD requires using hours time-in-service (TIS).

(3) Where paragraph (1) of EASA AD 2017-0037 requires determining the FH (total hours TIS) accumulated by the affected rotor mast nut since first installation on a helicopter, this AD requires removing the rotor mast nut from service before further flight if the total hours TIS cannot be determined.

(4) Where the service information referenced in Note 3 of EASA AD 2017-0037 specifies to use a vibrograph to mark the new part number, this AD requires using a vibro etch.

(5) Where paragraph (4) of EASA AD 2017-0037 requires replacing each affected rotor mast nut with a not affected rotor mast nut before exceeding 3,708 FH (total hours TIS) since first installation on a helicopter, this AD requires removing each affected rotor mast nut from service before accumulating 3,708 total hours TIS.

(6) Where paragraph (6) of EASA AD 2017-0037 requires replacing each part as identified in Table 2 of EASA AD 2017-0037 before exceeding the FH (total hours TIS) limit, this AD requires removing each part from service before exceeding the total hours TIS limit.

(7) Paragraph (7) of EASA AD 2017-0037 does not apply to this AD.

(8) The "Remarks" section of EASA AD 2017-0037 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 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.

(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) EASA AD 2017-0037, dated February 22, 2017.

(ii) [Reserved]

(3) For EASA AD 2017-0037, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet www.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-2021-0450.

(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 30, 2021.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2021-19253 Filed 9-7-21; 8:45 am]

2021-17-05 Safran Helicopter Engines, S.A. (Type Certificate previously held by Turbomeca S.A.): Amendment 39-21688; Docket No. FAA-2021-0137; Project Identifier MCAI-2020-00269-E.

(a) Effective Date

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

(b) Affected ADs

This AD replaces AD 2014-04-06, Amendment 39-17764 (79 FR 9990, February 24, 2014).

(c) Applicability

This AD applies to Safran Helicopter Engines, S.A. (Type Certificate previously held by Turbomeca S.A.) Arrius 2B1, 2B1A, 2B2, and 2K1 model turboshaft engines.

(d) Subject

Joint Aircraft System Component (JASC) Code 7320–Fuel Controlling System.

(e) Unsafe Condition

This AD was prompted by in-flight shutdowns caused by interrupted fuel supply at the hydro-mechanical metering unit (HMU). The FAA is issuing this AD to prevent interrupted fuel supply at the HMU. The unsafe condition, if not addressed, could result in engine in-flight shutdown, forced landing of the helicopter, damage to the helicopter and injury to occupants.

(f) Compliance

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

(g) Required Actions

(1) Within the compliance time specified in Table 1 to paragraph (g)(1) of this AD, as applicable, and before re-installation of the HMU after each removal from the engine, visually inspect the drive gear shaft splines of the high-pressure pump, and clean and inspect the sleeve assembly splines in accordance with paragraphs 2.4.2 and 2.4.3, or 4.4.2 and 4.4.3, as applicable, of Safran Helicopter Engines Mandatory Service Bulletin (MSB) 319 73 2825, Version J, dated March 15, 2019.

Table 1 to Paragraph (g)(1)

HMU Group / Condition	Compliance Time
Group 1 / 150 HMU operating hours or more accumulated since new or since last overhaul.	Within 50 HMU operating hours after the effective date of this AD.
Group 1 / Less than 150 HMU operating hours accumulated since new or since last overhaul.	Before exceeding 200 HMU operating hours after the effective date of this AD.
Group 2	Within 500 HMU operating hours since the last inspection or since first installation of the HMU.

(2) Repeat the inspection required by paragraph (g)(1) of this AD at intervals not to exceed 500 HMU operating hours since the previous inspection.

Note 1 to paragraph (g)(2): A non-cumulative tolerance of 10% of HMU operating hours (hrs) may be applied to the timing of each repetitive inspection, with a maximum allowable tolerance of +50 HMU operating hrs. For example, counting from the initial inspection, the repeat inspections would occur at the following times, with the tolerance noted in parentheses; 500 HMU operating hrs (+50 hrs), 1000 HMU operating hrs (+50 hrs), 1500 HMU operating hrs (+50 hrs).

(3) If a rejectable indication is found during any inspection required by paragraphs (g)(1) or (2) of this AD, replace the sleeve assembly on the affected high-pressure pump drive gear shaft or replace the affected HMU in accordance with paragraph 2.4.2 or 4.4.2 of the MSB.

(h) Definitions

(1) A Group 1 HMU is an HMU that was first installed on or before January 31, 2013, and that has not previously been inspected in accordance with Safran Helicopter Engines MSB 319 73 2825 Version G or later.

(2) A Group 2 HMU is an HMU that was first installed after January 31, 2013, or a HMU that has previously been inspected in accordance with Safran Helicopter Engines MSB 319 73 2825 Version G or later.

(i) No Reporting Requirement

The reporting requirements specified in the Accomplishment Instructions, paragraph 2.4.2, of the MSB are not required by this AD.

(j) Credit for Previous Actions

You may take credit for any initial inspection or replacement of an HMU or the sleeve assembly on the affected high-pressure pump drive gear shaft required by paragraph (g) of this AD if you performed the inspection or replacement in accordance with Safran Helicopter Engines MSB 319 73 2825, Version G, dated January 24, 2013; Version H, dated September 1, 2014; or Version I, dated April 26, 2016.

(k) Alternative Methods of Compliance (AMOCs)

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

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

(l) Related Information

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: fax: (781) 238-7199; email: wego.wang@faa.gov.

(m) Material Incorporated by Reference

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

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

(i) Safran Helicopter Engines Mandatory Service Bulletin (MSB) No. 319 73 2825, Version J, dated March 15, 2019.

Note 2 to paragraph (m)(2)(i): Per Safran Helicopter Engines standing practice at the time MSB 319 73 2825, Version J, was issued, MSB 319 73 2825, Version J, is undated. The issue date for MSB 319 73 2825, Version J, appears on the Safran Helicopter Engines Arrius 2 B1 Service Bulletin Index, No. X 319 L5 980 2, dated December 11, 2020.

(ii) [Reserved]

(3) For Safran Helicopter Engines 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 45 11.

(4) You may view this service information at FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (781) 238-7759.

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

Issued on August 7, 2021.

Gaetano A. Sciortino,

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

[FR Doc. 2021-19226 Filed 9-3-21; 8:45 am]

2021-17-15 Leonardo S.p.a.: Amendment 39-21698; Docket No. FAA-2021-0463; Project Identifier 2018-SW-050-AD.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Leonardo S.p.a. Model AB139 and AW139 helicopters, certificated in any category, with a main rotor blade (MRB) that has less than 1,200 total hours time-in-service (TIS) and has part number 3G6210A00131 with any serial number listed in Table 1 of Leonardo Helicopters Alert Service Bulletin No. 139-520, dated April 26, 2018 (ASB 139-520), installed.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report of disbonding of an MRB tip cap, which if not detected and corrected, could result in loss of the MRB tip cap, severe vibrations, and subsequent loss of control of the helicopter.

(f) Compliance

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

(g) Required Actions

(1) Within 50 hours TIS after the effective date of this AD, using a tap hammer or equivalent, tap inspect each MRB tip cap for disbonding in the area depicted in Figure 1 of ASB 139-520.

(i) If there is no disbonding, tap inspect each MRB tip cap as required by paragraph (g)(1) of this AD at intervals not to exceed 50 hours TIS.

(ii) If there is any disbonding that does not exceed the limits specified in Annex A, paragraphs 2.3 and 2.4 of ASB 139-520, tap inspect the MRB tip cap as required by paragraph (g)(1) of this AD at intervals not to exceed 10 hours TIS.

(iii) If there is any disbonding that exceeds the limits specified in Annex A, paragraphs 2.3 and 2.4 of ASB 139-520, remove the MRB from service before further flight.

(2) Accumulation of 1,200 total hours TIS on the affected part without findings of any disbonded area or with findings of any disbonded area that is within the permitted limits specified in Annex A, paragraphs 2.3 and 2.4 of ASB 139-520, constitutes terminating action for the repetitive inspections required by paragraphs (g)(1)(i) and (ii) of this AD.

(3) As of effective date of this AD, do not install any MRB that is identified in paragraph (c) of this AD on any helicopter.

(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 Bang Nguyen, Aerospace Engineer, Certification Section, Fort Worth ACO Branch, Compliance & Airworthiness Division, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-4973; email bang.nguyen@faa.gov.

(2) The subject of this AD is addressed in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2018-0130, dated June 18, 2018. You may view the EASA AD at https://www.regulations.gov in Docket No. FAA-2021-0463.

(j) Material Incorporated by Reference

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

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

(i) Leonardo Helicopters Alert Service Bulletin No. 139-520, dated April 26, 2018.

(ii) [Reserved]

(3) For service information identified in this AD, contact Leonardo S.p.A. Helicopters, Emanuele Bufano, Head of Airworthiness, Viale G.Agusta 520, 21017 C.Costa di Samarate (Va) Italy; telephone +39-0331-225074; fax +39-0331-229046; or at https://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: 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. 2021-19243 Filed 9-7-21; 8:45 am]

2021-18-01 B-N Group Ltd.: Amendment 39-21702; Docket No. FAA-2021-0502; Project Identifier 2018-CE-043-AD.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to B-N Group Ltd. Models BN-2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN-2T, and BN-2T-4R airplanes, all serial numbers, certificated in any category, with a rudder final drive rod part number (P/N) NB-45-0991 installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 2720, Rudder Control 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 describes the unsafe condition as failure of the rudder final drive rod because of cracks in the region of the taper pins. The FAA is issuing this AD to detect and correct defects on the rudder final drive rod assembly to prevent failure of the assembly. The unsafe condition, if not addressed, could result in loss of rudder control and reduced airplane control.

(f) Compliance

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

(g) Inspection and Corrective Action

(1) Inspect the rudder final drive rod assembly for loose taper pins, loose end connections, bending, and cracks within the applicable compliance times for your airplane specified in paragraph (g)(1)(i) or (ii) of this AD.

(i) For Models BN-2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2B-26, and BN-2B-27 airplanes, within 100 hours time-in-service (TIS) after the effective date of this AD and thereafter at intervals not to exceed 1,000 hours TIS.

(ii) For Models BN-2T and BN-2T-4R airplanes, within 200 hours TIS after the effective date of this AD and thereafter at intervals not to exceed 1,000 hours TIS.

(2) If a loose taper pin, a loose end connection, any bending, or a crack is found during any inspection required by paragraph (g)(1) of this AD, before further flight, replace the rudder final drive rod assembly by following section 7, Removal and Installation Instructions for Unserviceable Units, of Britten-Norman Service Bulletin Number SB 363, Issue 3, dated May 23, 2018 (SB 363, Issue 3) or Britten-Norman Service Bulletin Number SB 364, Issue 3, dated May 23, 2018 (SB 364, Issue 3), as applicable to your model airplane.

(3) If no loose taper pins, no loose end connections, no bending, and no cracks are found during the initial inspection required by paragraph (g)(1) of this AD, review the airplane maintenance records to determine whether any taper pins have been replaced or reworked on the rudder final drive rod assembly. If a taper pin has ever been replaced or reworked, without exceeding the initial compliance time in paragraph (g)(1)(i) or (ii) of this AD, replace the rudder final drive rod assembly by following section 7, Removal and Installation Instructions for Unserviceable Units, of SB 363, Issue 3 or SB 364, Issue 3, as applicable to your model airplane.

(4) As of the effective date of this AD, do not install a rudder final drive rod assembly P/N NB-45-0991 on any airplane unless:

(i) The rudder final drive rod assembly is unused (zero hours TIS); or

(ii) The taper pins in the rudder final drive rod assembly have never been replaced.

(5) As of the effective date of this AD, do not replace any taper pin on a rudder final drive rod assembly P/N NB-45-0991 installed 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 certification office, send it to the attention of the person identified in Related Information 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 Penelope Trease, Aviation Safety Engineer, General Aviation & Rotorcraft Section, International Validation Branch, FAA, 26805 E 68th Avenue, Denver, CO 80249; phone: (303) 342-1094; email: penelope.trease@faa.gov.

(2) Refer to European Aviation Safety Agency (EASA) AD 2018-0153, dated July 19, 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. FAA-2021-0502.

(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) Britten-Norman Service Bulletin Number SB 363, Issue 3, dated May 23, 2018.

(ii) Britten-Norman Service Bulletin Number SB 364, Issue 3, dated May 23, 2018.

(3) For service information identified in this AD, contact Britten-Norman Aircraft Limited, Commodore House, Mountbatten Business Centre, Millbrook Road East, Southampton SO15 1HY,

United Kingdom; phone: + 44 20 3371 4000; fax: + 44 20 3371 4001; email: info@bnaircraft.com; website: https://britten-norman.com/approvals-technical-publications/.

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

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

Issued on August 17, 2021.

Gaetano A. Sciortino,

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

[FR Doc. 2021-19302 Filed 9-8-21; 8:45 am]

2021-18-07 Leonardo S.p.a.: Amendment 39-21708; Docket No. FAA-2021-0718; Project Identifier MCAI-2020-00601-R.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Leonardo S.p.a. Model AB412 and AB412 EP helicopters, certificated in any category, with a high skid landing gear assembly part number (P/N) 412-050-012-(XXX), 412-050-014-(XXX), 412-050-050-(XXX), or 412-050-059-(XXX), where "(XXX)" represents any 3-digit combination, installed.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 3200, Landing Gear System.

(e) Unsafe Condition

This AD was prompted by the results of a fatigue review. 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 and subsequent damage to the helicopter and injuries to occupants.

(f) Compliance

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

(g) Required Actions

For high landing gear aft crosstube P/Ns 412-050-010-101, 412-050-010-107, 412-050-010-111, and 412-050-045-107:

(1) Before further flight after the effective date of this AD, determine the total number of landings. 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 number of landings cannot be determined, multiply the total hours time-in-service accumulated by the high landing gear aft crosstube by 4. Remove any high landing gear aft crosstube from service that has accumulated or exceeded 10,000 total landings.

(2) Create a component history card or equivalent record to establish a life limit of 10,000 total landings.

(3) Thereafter, remove any high landing gear aft crosstube from service before accumulating 10,000 total landings.

(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 Kenneth Cook, Airframe/Structural/Mechanical Engineer, Certification Section, Fort Worth ACO Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5475; email kenneth.a.cook@faa.gov.

(2) The subject of this AD is addressed in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2017-0097, dated June 7, 2017. You may view the EASA AD at https://www.regulations.gov in Docket No. FAA-2021-0718.

(j) Material Incorporated by Reference

None.

Issued on August 24, 2021.
Gaetano A. Sciortino,
Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2021-19032 Filed 9-2-21; 8:45 am]

2021-18-10 Bell Textron Canada Limited: Amendment 39-21711; Docket No. FAA-2021-0497; Project Identifier 2019-SW-043-AD.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bell Textron Canada Limited Model 429 helicopters, certificated in any category, serial numbers 57001 and subsequent.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by three reports of unexpected forces or uncommanded inputs to the directional (yaw) control system. The FAA is issuing this AD to prevent yaw trim runaway. 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

(1) Within 30 days after the effective date of this AD, revise the existing Rotorcraft Flight Manual for your helicopter as follows:

(i) In Section 2, Normal Procedures, under 2-4. INTERIOR AND PRESTART CHECK, add the following as item 25: "25. Depress the cyclic force TRIM REL button and collective FORCE REL button (4-axis only) to center actuators and extinguish any active out of detent indications."

(ii) In Section 2, Normal Procedures, under 2-5. ENGINE START and under 2-8. TAKEOFF, add the following above item 1: "CAUTION: WHEN MANIPULATING FLIGHT CONTROLS WITH FORCE TRIM SELECTED ON, DO NOT RELEASE AFFECTED FLIGHT CONTROL UNTIL THE OUT OF DETENT INDICATION EXTINGUISHES. THE FLIGHT CONTROLS MAY BE RESET BY DEPRESSING THE CYCLIC FORCE TRIM REL BUTTON AND COLLECTIVE FORCE REL BUTTON (4-AXIS ONLY) UNTIL THE OUT OF DETENT INDICATION EXTINGUISHES."

(iii) In Section 3, Emergency and Malfunction Procedures, under 3-9. AUTOMATIC FLIGHT CONTROL SYSTEM, add the information in Figure 1 to paragraph (g)(1)(iii) of this AD as item 3-9-D:

3-9-D. TRIM RUNAWAY

• INDICATIONS:

Flight controls — Uncommanded movement.

Flight control forces — High in axis of uncommanded movement, normal in other axes.

Out of detent indication for affected axis

• PROCEDURE:

1. Cyclic force TRIM REL and/or collective FORCE REL button (4-axis only) — Depress until the out of detent indication extinguishes.

2. Flight controls — Do not release flight control if out of detent indication is present.

3. Force TRIM switch — OFF; check TRM OFF illuminates on PFD.

4. If IMC, land as soon as practical. If VMC, continue flight in SCAS.

Figure 1 to paragraph (g)(1)(iii)

(iv) In Section 4, Performance, under 4-2. POWER ASSURANCE CHECK, add the following above the instructions for performing a power assurance check: “CAUTION: WHEN MANIPULATING FLIGHT CONTROLS WITH FORCE TRIM SELECTED ON, DO NOT RELEASE AFFECTED FLIGHT CONTROL UNTIL THE OUT OF DETENT INDICATION EXTINGUISHES. THE FLIGHT CONTROLS MAY BE RESET BY DEPRESSING THE CYCLIC FORCE TRIM REL BUTTON AND COLLECTIVE FORCE REL BUTTON (4-AXIS ONLY) UNTIL THE OUT OF DETENT INDICATION EXTINGUISHES.”

(2) Using a document with information identical to the information in paragraph (g)(1) of this AD is acceptable for compliance with the actions required by paragraph (g)(1) of this AD.

(3) The actions required by paragraphs (g)(1) and (2) 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 § 43.9(a)(1) through (4) and § 91.417(a)(2)(v). The record must be maintained as required by § 91.417, § 121.380, or § 135.439.

(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 Mitch Soth, Flight Test Engineer, Southwest Section, Flight Test Branch, Compliance & Airworthiness Division, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5110; email mitch.soth@faa.gov.

(2) The subject of this AD is addressed in Transport Canada Emergency AD CF-2019-16, dated May 6, 2019. You may view the Transport Canada AD on the internet at https://www.regulations.gov in Docket No. FAA-2021-0497.

(j) Material Incorporated by Reference

None.

Issued on August 26, 2021.
Gaetano A. Sciortino,
Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2021-19049 Filed 9-3-21; 8:45 am]

2021-19-01 Bell Textron Canada Limited: Amendment 39-21719; Docket No. FAA-2021-0539; Project Identifier 2018-SW-048-AD.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bell Textron Canada Limited Model 206, 206A, 206A-1 (OH-58A), 206B, 206B-1, 206L, 206L-1, 206L-3, 206L-4, 222, 222B, 222U, 230, 407, 427, 429, and 430 helicopters, certificated in any category:

(1) With a shoulder harness seat belt comfort clip (comfort clip) installed; or

(2) That have been modified per Supplemental Type Certificate (STC) SH2073SO (installation of shoulder harness restraint system) or STC SH2751SO (installation of a passenger shoulder harness restraint system).

(d) Subject

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

(e) Unsafe Condition

This AD defines the unsafe condition as a comfort clip interfering with the seat belt inertia reel, which could prevent the seatbelt from locking and result in injury to the occupant during an emergency landing.

(f) Compliance

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

(g) Required Actions

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

(i) Remove each comfort clip from service.

(ii) Inspect each shoulder harness seat belt for a rip and abrasion. If there is a rip or any abrasion, before further flight, remove the shoulder harness seat belt from service.

(2) As of the effective date of this AD, do not install any comfort clip on any helicopter.

(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 Steven Warwick, Aerospace Engineer, Certification Section, Fort Worth ACO Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5225; email Steven.R.Warwick@faa.gov.

(2) The subject of this AD is addressed in Transport Canada AD CF-2018-16, dated June 14, 2018. You may view the Transport Canada AD on the internet at https://www.regulations.gov in the AD Docket in Docket No. FAA-2021-0539.

(j) Material Incorporated by Reference

None.

Issued on August 31, 2021.
Gaetano A. Sciortino,
Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2021-19244 Filed 9-7-21; 8:45 am]

2021-19-04 Hélicoptères Guimbal: Amendment 39-21722; Docket No. FAA-2021-0498; Project Identifier 2019-SW-072-AD.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Hélicoptères Guimbal (HG) Model Cabri G2 helicopters, certificated in any category, with any metal bushings installed on the main rotor (M/R) swashplate guide bellcrank and without plastic bushing part number HG22-1001 or HG modification 16-009.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report of cracks on the M/R scissor link. The FAA is issuing this AD to replace the metal bushings installed on the M/R swashplate guide bellcrank with plastic bushings. The unsafe condition, if not addressed, could result in failure of the M/R swashplate guide bellcrank and reduced control of the helicopter.

(f) Compliance

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

(g) Required Actions

(1) Within 50 hours time-in-service (TIS) or 2 months, whichever occurs first after the effective date of this AD:

(i) Disconnect the bellcrank from the swashplate guide by removing each bolt and, ensuring that the bellcrank remains attached to the flight control rod, remove each metal bushing from service using a bushing disassembly tool.

(ii) Visually inspect the lug bore area for any corrosion and any cracks. If there is any corrosion or any cracks, before further flight, remove the swashplate guide from service or repair it using an FAA-approved method. If there is no corrosion and no cracks, install plastic bushing part number HG22-1001, coat plastic bushing with isolation compound, re-install the bellcrank, torque each bolt to 7.5 Nm-9 Nm (5.5 ft-lbs-6.6 ft-lbs), and install cotter pins.

(2) As of the effective date of this AD, do not install any metal bushing on any helicopter.

(h) Alternative Methods of Compliance (AMOCs)

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

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

(i) Related Information

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

(2) The subject of this AD is addressed in European Union Aviation Safety Agency (EASA) AD 2019-0185, dated July 30, 2019. You may view the EASA AD on the internet at https://www.regulations.gov in Docket No. FAA-2021-0498.

(j) Material Incorporated by Reference

None.

Issued on August 30, 2021.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2021-19037 Filed 9-3-21; 8:45 am]

2021-19-08 Robinson Helicopter Company: Amendment 39-21726; Docket No. FAA-2021-0727; Project Identifier AD-2021-00835-R.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

Robinson Helicopter Company Model R44 and R44 II helicopters, certificated in any category, with a tail rotor blade (blade) part number (P/N) C029-3 with serial number (S/N) 9410 through 9909 inclusive, installed.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of cracked blades. The FAA is issuing this AD to detect and prevent cracks in the affected blades. The unsafe condition, if not addressed, could result in reduced controllability 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) Before further flight and thereafter before each flight, check each blade at the leading edge for a crack. This action 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.

(2) If there is any crack, before further flight, remove the blade from service.

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

(4) Within three months after the effective date of this AD, remove from service any blade identified in paragraph (c) of this AD.

(h) Alternative Methods of Compliance (AMOCs)

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

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

(i) Related Information

For more information about this AD, contact James Guo, Aerospace Engineer, Airframe Section, Los Angeles ACO Branch, Compliance & Airworthiness Division, FAA, 3960 Paramount Blvd., Lakewood, CA 90712; telephone (562) 627-5357; email james.guo@faa.gov.

(j) Material Incorporated by Reference

None.

Issued on September 1, 2021.
Gaetano A. Sciortino,
Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2021-19300 Filed 9-2-21; 11:15 am]