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AIRWORTHINESS DIRECTIVES

SMALL AIRPLANES, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2021-21

9/27/2021 - 10/10/2021

Federal Aviation Administration
Continued Operational Safety Policy Section, AIR-141
P.O. Box 25082
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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

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

Biweekly 2021-10			
2021-08-05		Airbus Helicopters	SA341G and SA342J
2021-08-16		PZL Swidnik S.A.	W-3A
2021-08-17		Airbus Helicopters	AS332L2
2021-09-05	R 2016-08-20	Airbus Helicopters	EC130B4 and EC130T2
2021-10-08		Bell Textron Canada Limited	206L, 206L-1, 206L-3, and 206L-4
Biweekly 2021-11			
2021-08-02		Safran Helicopter Engines, S.A.	Arriel 2D and Arriel 2E
2021-09-14	R 2010-16-51	Airbus Helicopters	SA330J
2021-10-01		Leonardo S.p.a.	AW169
2021-10-03	R 2019-03-12	Airbus Helicopters	EC225LP
2021-10-10		Airbus Helicopters	SA330J
2021-10-14	A 2016-25-14	Airbus Helicopters Deutschland GmbH	BO-105A, BO-105C, BO-105S, and BO-105LS A-3
2021-10-24	R 2015-25-04	Leonardo S.p.a.	A109A and A109A II
Biweekly 2021-12			
2021-10-15		Airbus Helicopters Deutschland GmbH	MBB-BK 117 C-2; MBB-BK 117 D-2
2021-10-16		Carson Helicopters, Inc. Croman Corporation Sikorsky Aircraft Corporation Siller Helicopters	S-61L; SH-3H; S-61A, S-61D, S-61E, and S-61V; CH-3E; SH-3A
2021-10-17		Mooney International Corporation	M20V
2021-10-18		Airbus Helicopters Deutschland GmbH	MBB-BK117 D-2
2021-10-21	R 2019-07-07	Airbus Helicopters Deutschland GmbH	BO-105A, BO-105C, BO-105S, BO105LS A-3, MBB-BK 117A-1, MBB-BK 117A-3, MBB-BK 117A-4, MBB-BK 117B-1, MBB-BK 117B-2, MBB-BK 117C-1, MBB-BK 117C-2, and MBB-BK 117D-2
2021-10-23		Airbus Helicopters Deutschland GmbH	MBB-BK 117 D-2
2021-10-25		Airbus Helicopters	EC130B4 and EC130T2
Biweekly 2021-13			
2021-10-28		Pilatus Aircraft Ltd.	PC-24
2021-11-01	R 2013-20-13	Bell Textron Canada Limited	206B and 206L
2021-11-03		Airbus Helicopters	EC 155B, EC155B1, SA-365N, SA-365N1, AS-365N2, and AS 365 N3
2021-11-05		Airbus Helicopters	EC225LP
2021-11-08	R 2014-25-04	Pilatus Aircraft Ltd.	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
2021-11-09		Airbus Helicopters Deutschland GmbH	MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2, and MBB-BK 117 C-1
2021-11-12		Pilatus Aircraft Ltd.	PC-24
2021-11-13		Bell Textron Canada Limited	429
2021-11-14		Leonardo S.p.a.	AW169
2021-11-16	R 79-01-03 R 83-20-03	Piper Aircraft, Inc.	PA-36-285, PA-36-300, and PA-36-375
2021-11-17		Airbus Helicopters Deutschland GmbH	EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, and EC135T3
2021-11-19		Bell Textron Canada Limited	505
2021-11-22	R 2016-11-21	Airbus Helicopters Deutschland GmbH	EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, and EC135T3
2021-12-03		Leonardo S.p.a.	AW189
2021-12-05		Airbus Helicopters	EC155B1
2021-12-06		Airbus Helicopters	AS-365N2, AS 365 N3, SA-365N, and SA-365N1
2021-12-10		Leonardo S.p.a.	AB139 and AW139

AD No.	Information	Manufacturer	Applicability
Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects			
2021-13-07		GE Aviation Czech s.r.o	M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, and M601F
Biweekly 2021-14			
2021-11-25		Airbus Helicopters	AS350B3 and EC130T2
2021-12-08		Airbus Helicopters Deutschland GmbH	MBB-BK 117 D-2
2021-12-09		Airbus Helicopters Deutschland GmbH	MBB-BK 117 D-2
2021-12-16		Airbus Helicopters Deutschland GmbH	MBB-BK117 C-2 and MBB-BK117 D-2
2021-13-01		Leonardo S.p.a.	AB139 and AW139; AW189
2021-13-15		Bell Textron Canada Limited	429
2021-13-21		Leonardo S.p.a.	AB139, AW139, and AW189
Biweekly 2021-15			
2021-13-03		Safran Helicopter Engines, S.A.	Arriel 2B, 2B1, 2C, 2C1, 2C2, 2S1 and 2S2
2021-13-04		Airbus Helicopters	AS332C, AS332C1, AS332L, and AS332L1
2021-13-05		Airbus Helicopters Deutschland GmbH	EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, and EC135T3
2021-13-08		Safran Helicopter Engines, S.A.	Arriel 2C and Arriel 2S1g
2021-13-09		Airbus Helicopters	SA330J
2021-13-14		Airbus Helicopters Deutschland GmbH	BO-105A, BO-105C, BO-105S, and BO-105LS A-3
2021-13-17	R 2017-17-01	Airbus Helicopters	AS332L2 and EC225LP
2021-13-19	R 2014-11-02	Airbus Helicopters	SA-365N, SA-365N1, AS-365N2, and AS 365 N3
2021-14-02		Aircraft Industries a.s.	L-420, L 410 UVP-E20, and L 410 UVP-E20 CARGO
2021-14-05		Airbus Helicopters Deutschland GmbH	MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2, and MBB-BK 117 C-1
2021-14-07	R 2003-25-01	Airbus Helicopters	AS332C, AS332C1, AS332L, and AS332L1; AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350D, AS355E, AS355F, AS355F1, AS355F2, and AS355N
2021-14-12		True Flight Holdings LLC	AA-1, AA-1A, AA-1B, AA-1C, and AA-5
2021-14-14		Leonardo S.p.a.	AW119 MKII
2021-14-15	R 2002-08-16	Airbus Helicopters, Eurocopter France	SA341G and SA342J; SA-360C
2021-15-51	E	Bell Textron Inc.	204B, 205A, 205A-1, 205B, and 212
2021-15-52	E	Various Manufactures	HH-1K; TH-1F; TH-1L; UH-1A; UH-1B; UH-1E; UH-1F; UH-1H; UH-1H; UH-1L; UH-1P
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
Biweekly 2021-20			
2021-20-02		Bell Textron Inc.	205B
Biweekly 2021-21			
2021-18-11		Leonardo S.p.a.	AB139 and AW139
2021-18-12		PZL Swidnik S.A.	PZL W-3A
2021-18-14		DG Flugzeugbau GmbH	DG-808C and DG-1000T
2021-18-15		PZL Swidnik S.A.	PZL W-3A
2021-18-16		Bell Textron Canada Limited	429
2021-19-02		Airbus Helicopters	EC130B4 and EC130T2
2021-19-03		Leonardo S.p.a.	AB139 and AW139
2021-19-05		Leonardo S.p.a.	AB412 and AB412 EP
2021-19-06	R 2007-02-13	UAG Aerospace Services GmbH	Dornier 228-212
2021-19-07		Hélicoptères Guimbal	CABRI G2
2021-19-09	R 2020-24-03	Airbus Helicopters	AS350B, AS350BA, AS350B1, AS350B2, AS350D, AS355E, AS355F, AS355F1, and AS355F2
2021-19-14		AERO Sp. z o.o.	AT-3R100
2021-19-16	R 2021-16-02	Airbus Helicopters	SA330J, AS332C, AS332L, AS332L1, AS332L2, and EC225LP

2021-18-11 Leonardo S.p.a.: Amendment 39-21712; Docket No. FAA-2021-0507; Project Identifier 2018-SW-117-AD.

(a) Effective Date

This airworthiness directive (AD) is effective November 1, 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 an affected part as identified in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2018-0292, dated December 28, 2018 (EASA AD 2018-0292).

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report that, during a post-flight inspection of an in-service helicopter, a tail rotor slider assembly was found fractured, and the bushing and the actuator rod in the tail rotor servo were partially damaged. The FAA is issuing this AD to address corrosion in the tail rotor slider assembly caused by improper refinishing (characterized by signs of circumferential refinishing consistent with sanding). The unsafe condition, if not addressed, could result in fatigue cracks and fracture of the tail rotor slider assembly, resulting in failure of the tail rotor controls and consequent 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, EASA AD 2018-0292.

(h) Exceptions to EASA AD 2018-0292

(1) Where EASA AD 2018-0292 refers to flight hours (FH), this AD requires using hours time-in-service.

(2) Where EASA AD 2018-0292 refers to its effective date, this AD requires using the effective date of this AD.

(3) Where EASA AD 2018-0292 refers to "Part I of the ASB," this AD requires using "Part I of section 3., Accomplishment Instructions of the ASB," and where EASA AD 2018-0292 refers to "Part II of the ASB," this AD requires using "Part II of section 3., Accomplishment Instructions of the ASB.".

(4) Where the service information referred to in EASA AD 2018-0292 specifies to return certain parts, this AD does not include that requirement.

(5) Where the service information referred to in EASA AD 2018-0292 specifies to contact Leonardo S.p.a. "if in doubt" regarding if a tail rotor slider assembly needs to be replaced based on evidence of corrosion craters, replacement of an affected slider assembly is required by this AD but contacting Leonardo S.p.a. is not required by this AD.

(6) The "Remarks" section of EASA AD 2018-0292 does not apply to this AD.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2018-0292 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., Suite 410, Westbury, NY 11590; telephone (516) 228-7330; email andrea.jimenez@faa.gov.

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference 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 2018-0292, dated December 28, 2018.

(ii) [Reserved]

(3) For EASA AD 2018-0292, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this 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-2021-0507.

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

Issued on August 26, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-20827 Filed 9-24-21; 8:45 am]

2021-18-12 PZL Swidnik S.A.: Amendment 39-21713; Docket No. FAA-2021-0721; Project Identifier MCAI-2020-00616-R.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to PZL Swidnik S.A. Model PZL W-3A helicopters, certificated in any category, with hoist type 76378 or hoist carrying assembly bracket (bracket) part number (P/N) 39.30.205.03.01 or 39.30.213.00.00 installed.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report of fractured bracket bolts. The FAA is issuing this AD to prevent detachment of the bracket resulting in movement of the hoist carrying assembly around the axis of the remaining two lower brackets. The unsafe condition, if not addressed, could result in damage to the helicopter and loss of hoisted load or person(s).

(f) Compliance

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

(g) Required Actions

(1) For helicopters with a hoist type 76378 installed, before further flight after the effective date of this AD:

(i) Clean the area where bracket P/N 39.30.205.03.01 or 39.30.213.00.00 is installed to the fuselage structure using extraction or aliphatic naphtha. Using a flashlight and a magnifying glass with a minimum x5 magnification, inspect around the bracket edge and near each nut for cracked sealing compound. Refer to Figure 1 of WYTWÓRNIA SPRZETU KOMUNIKACYJNEGO "PZL-Świdnik" Spólka Akcyjna Mandatory Bulletin No. BO-37-19-296, dated July 30, 2019 (MB BO-37-19-296), for an example of cracked sealing compound.

(A) If there is any cracked sealing compound, before further flight, remove the hoist from service. Reinstallation of a hoist type 76378 (that has not been removed from service) is allowed,

provided that, before installation, the helicopter is modified in accordance with a method approved by the Manager, General Aviation and Rotorcraft Section, International Validation Branch, FAA; or EASA; or PZL Swidnik S.A.'s EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature. Following modification, all repetitive inspections, replacements, and applicable corrective actions must be done as specified in this AD.

(B) If there are no cracks in the sealing compound, before further flight, replace each bracket bolt one-by-one by following Chapter II, paragraphs A.4.b. through i., of MB BO-37-19-296, except where it states to use extraction naphtha, you may substitute aliphatic naphtha. Remove each previously-installed bracket bolt, nut, washer, and cotter pin from service.

(C) As an option to the actions required by paragraph (g)(1)(i)(B) of this AD, deactivate the hoist by following Chapter II, paragraph 3.2.2., of MB BO-37-19-296; and thereafter, before each flight, inspect the sealing compound by accomplishing the actions required by paragraph (g)(1)(i) of this AD.

(ii) If there are no cracks in the sealing compound, within 25 hours time-in-service (TIS) after the replacement required by paragraph (g)(1)(i)(B) of this AD, and thereafter at intervals not to exceed 25 hours TIS, accomplish the actions required by paragraph (g)(1)(i) of this AD.

(iii) Within 800 hoist cycles after the replacement required by paragraph (g)(1)(i)(B) of this AD, and thereafter at intervals not to exceed 800 hoist cycles, replace each bracket bolt by accomplishing the actions required by paragraph (g)(1)(i)(B) of this AD. For the purposes of this AD, a cycle is counted anytime the cable is extended and then retracted during flight or on the ground, for any cable length extended and retracted and with or without load.

(2) For helicopters with a bracket P/N 39.30.205.03.01 or 39.30.213.00.00 installed, but no hoist installed, as of the effective date of this AD, do not install a hoist type 76378 unless the actions required by paragraph (g)(1) of this AD have been accomplished.

(3) As of the effective date of this AD, do not install bracket P/N 39.30.205.03.01 or 39.30.213.00.00 and hoist type 76378 on any helicopter unless the actions required by paragraph (g)(1) of this AD have been accomplished.

(h) Alternative Methods of Compliance (AMOCs)

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

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

(i) Related Information

(1) For more information about this AD, contact Fred Guerin, Aerospace Engineer, General Aviation & Rotorcraft Section, International Validation Branch, Compliance & Airworthiness Division, FAA, 2200 S 216th St., Des Moines, WA 98198; telephone (202) 267-7457; email fred.guerin@faa.gov.

(2) The subject of this AD is addressed in European Union Aviation Safety Agency (EASA) Emergency AD 2019-0191-E, dated July 31, 2019. You may view the EASA AD at https://www.regulations.gov in Docket No. FAA-2021-0721.

(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) WYTWÓRNIA SPRZETU KOMUNIKACYJNEGO "PZL-Świdnik" Spólka Akcyjna Mandatory Bulletin No. BO-37-19-296, dated July 30, 2019.

(ii) [Reserved]

(3) For service information identified in this AD, contact WSK "PZL-Świdnik" S.A., Al. Lotników Polskich 1, 21-045 Świdnik, Poland; telephone (+48) 81722 5716; fax (+48) 81722 5625; email: PL-CustomerSupport.AW@leonardocompany.com; or at https://www.pzlswidnik.pl/en/home.

(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 26, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-20828 Filed 9-24-21; 8:45 am]

2021-18-14 DG Flugzeugbau GmbH: Amendment 39-21715; Docket No. FAA-2021-0212; Project Identifier 2018-CE-032-AD.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to DG Flugzeugbau GmbH Models DG-808C and DG-1000T gliders, all serial numbers, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 2800, Aircraft Fuel 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 damaged polyurethane (PU) fuel hoses due to environmental and fatigue deterioration. The FAA is issuing this AD to prevent reduced or interrupted fuel supply to the engine or fuel leakage. The unsafe condition, if not addressed, could result in loss of engine power or in-flight fire.

(f) Definitions

(1) For purposes of this AD, an "affected part" is a PU fuel hose installed in an airframe fuel system or engine compartment that:

(i) Does not meet industrial standard DIN 73379-2A, or

(ii) Does not meet ISO 7840-A1 without metal shielding.

(2) For purposes of this AD, a "serviceable part" is a PU fuel hose installed in an airframe fuel system or engine compartment that:

(i) Meets industrial standard DIN 73379-2A, or

(ii) Meets industrial standard ISO 7840-A1 without metal shielding.

(g) Inspections for Gliders With An Affected Part Installed

Within the next 30 days after the effective date of this AD and thereafter at intervals not to exceed 12 months, visually inspect each affected part for fissures, kinks, and leaks. For this

inspection, the ignition switch must be turned on to run the electric fuel pump to demonstrate an operating fuel pressure.

(1) If a fissure, kink, or leak is found on an affected part during any inspection required by the introductory language to paragraph (g) of this AD, before further flight: Replace all affected parts with unused (zero hours time-in-service (TIS)) serviceable parts by following paragraphs 3 and 4 of the Instructions in DG Flugzeugbau GmbH Technical Note No. 800/46, Doc. No. TM800-46 FE-29-01 (English version) Issue 01.a, dated March 7, 2018 (TN No. 800/46), or paragraphs 3 through 5 of the Instructions in DG Flugzeugbau GmbH Technical Note No. 1000/38, Doc. No. TM1000-38 FE-29-01 (English version) Issue 01.a, dated February 15, 2018 (TN No. 1000/38), as applicable to your model glider.

(2) If no fissures, kinks, and leaks are found on all affected parts during any inspection required by the introductory language to paragraph (g) of this AD, before each affected part accumulates 6 years since first installation on a glider or within 6 months after the effective date of this AD, whichever occurs later: Replace all affected parts with unused (zero hours TIS) serviceable parts by following paragraphs 3 and 4 of the Instructions in TN No. 800/46 or paragraphs 3 through 5 of the Instructions in TN No. 1000/38, as applicable to your model glider. If the date of first installation on a glider is unknown for any affected hose, replace all affected hoses within 6 months after the effective date of this AD.

(h) Inspections for Gliders With Only Serviceable Parts Installed

(1) Before or upon accumulating 6 years since first installation on a glider and thereafter at intervals not to exceed 12 months, visually inspect each serviceable part for fissures, kinks, and leaks. For this inspection, the ignition switch must be turned on to run the electric fuel pump to demonstrate an operating fuel pressure.

(2) If a fissure, a kink, or a leak is found during any inspection required by paragraph (h)(1) of this AD, before further flight, replace the part with an unused (zero hours TIS) serviceable part by following paragraphs 3 and 4 of the Instructions in TN No. 800/46 or paragraphs 3 through 5 of the Instructions in TN No. 1000/38, as applicable to your model glider.

(i) Life Limit

Before accumulating 10 years since first installation on a glider and thereafter at intervals not to exceed 10 years, remove each serviceable part from service and replace with an unused (zero hours TIS) serviceable part by following paragraphs 3 and 4 of the Instructions in TN No. 800/46 or paragraphs 3 through 5 of the Instructions in TN No. 1000/38, as applicable to your model glider.

(j) Parts Installation Prohibition

As of the effective date of this AD, do not install an affected part on any glider.

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, 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.

(l) Related Information

(1) For more information about this AD contact Jim Rutherford, Aviation Safety Engineer, General Aviation & Rotorcraft Section, International Validation Branch, FAA, 901 Locust, Room 301, Kansas City, MO 64106; phone: (816) 329-4165; fax: (816) 329-4090; email: jim.rutherford@faa.gov.

(2) Refer to European Aviation Safety Agency (EASA) AD 2018-0127, dated June 11, 2018, for more information. You may examine the EASA AD in the AD docket on the website at https://www.regulations.gov by searching for and locating Docket No. FAA-2021-0212.

(m) 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) DG Flugzeugbau GmbH Technical Note No. 800/46, Doc. No. TM800-46 FE-29-01 (English version), Issue 01.a, dated March 7, 2018.

(ii) DG Flugzeugbau GmbH Technical Note No. 1000/38, Doc. No. TM1000-38 FE-29-01 (English version), Issue 01.a, dated February 15, 2018.

(3) For service information identified in this AD, contact DG Flugzeugbau GmbH, Otto-Lilienthal Weg 2, D-76646 Bruchsal, Germany; phone: +49 (0)7251 3202-0; email: info@dg-flugzeugbau.de; website: https://www.dg-flugzeugbau.de/.

(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 26, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-21095 Filed 9-29-21; 8:45 am]

2021-18-15 PZL Swidnik S.A.: Amendment 39-21716; Docket No. FAA-2021-0723; Project Identifier MCAI-2020-00268-R.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to PZL Swidnik S.A. Model PZL W-3A helicopters, certificated in any category, with movable assemblies of main rotor (MR) blade droop stop, part number (P/N) 37.21.800.00.00, installed.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report that displaced teeth were detected on the moveable assemblies of an MR blade droop stop. The FAA is issuing this AD to address displaced teeth on the moveable assemblies of the MR blade droop stop. The unsafe condition, if not addressed, could result in erroneous operation of MR blade droop stop teeth during engine start-up or shut-down, or dynamic drop-down of an MR blade, resulting in contact of the affected MR blade with the tail boom, and possibly resulting in injury of occupants or persons on the ground.

(f) Compliance

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

(g) Required Actions

Within 30 days after the effective date of this AD, remove from service each moveable assembly of MR blade droop stop P/N 37.21.800.00.00 from all MR hub arms, in accordance with Chapter II of WYTWÓRNIA SPRZ[Eogon]TU KOMUNIKACYJNEGO “PZL-Świdnik” Spó[lstrok]ka Akcyjna Mandatory Bulletin No. BO-37-18-302, Revision 1, dated July 11, 2019.

(h) Part Installation Prohibition

As of the effective date of this AD, no person may install on any helicopter an MR blade droop stop, P/N 37.21.800.00.00, and do not install on any helicopter any movable assembly of an MR blade droop stop, P/N 37.21.800.00.00.

(i) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD using WYTWÓRNIA SPRZ[Eogon]TU KOMUNIKACYJNEGO "PZL-Świdnik" Spó[lstrok]ka Akcyjna Mandatory Bulletin No. BO-37-18-302, dated June 19, 2019.

(j) Alternative Methods of Compliance (AMOCs)

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

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

(k) Related Information

(1) For more information about this AD, contact 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) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (l)(3) and (4) of this AD.

(3) The subject of this AD is addressed in European Union Aviation Safety Agency (EASA) AD 2019-0202, dated August 19, 2019. You may view the EASA AD at https://www.regulations.gov in Docket No. FAA-2021-0723.

(l) Material Incorporated by Reference

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

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

(i) WYTWÓRNIA SPRZ[Eogon]TU KOMUNIKACYJNEGO "PZL-Świdnik" Spó[lstrok]ka Akcyjna Mandatory Bulletin No. BO-37-18-302, Revision 1, dated July 11, 2019.

(ii) [Reserved]

(3) For service information identified in this AD, contact WSK "PZL-Świdnik" S.A., Al. Lotników Polskich 1, 21-045 Świdnik, Poland; telephone (+48) 81722 5716; fax (+48) 81722 5625; email: PL-CustomerSupport.AW@leonardocompany.com; or at https://www.pzlswidnik.pl/en/home.

(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 26, 2021.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2021-20830 Filed 9-24-21; 8:45 am]

2021-18-16 Bell Textron Canada Limited (Type Certificate Previously Held by Bell Helicopter Textron Canada Limited): Amendment 39-21717; Docket No. FAA-2021-0513; Project Identifier 2018-SW-116-AD.

(a) Effective Date

This airworthiness directive (AD) is effective November 1, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bell Textron Canada Limited (type certificate previously held by Bell Helicopter Textron Canada Limited) Model 429 helicopters, certificated in any category, serial numbers 57001 and subsequent.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 6500, Tail Rotor Drive System; and 6520, Tail Rotor Gearbox.

(e) Unsafe Condition

This AD was prompted by reports of tail rotor gearbox assemblies found loose on the gearbox support. The FAA is issuing this AD address tail rotor gearbox assemblies found loose on the gearbox support. The unsafe condition, if not addressed, could result in structural damage and possible loss of control of the helicopter.

(f) Compliance

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

(g) Required Actions

Within 12 months after the effective date of this AD; or at the next scheduled 200-hours time-in-service (TIS) or 12-month inspection, whichever occurs first, do a torque check of the tail rotor gearbox attachment hardware, in accordance with the Accomplishment Instructions, paragraph 2., of Bell Alert Service Bulletin 429-18-41, dated July 24, 2018. Repeat the torque check thereafter at intervals not to exceed 200 hours TIS or 12 months, whichever occurs first.

(h) Corrective Actions

If, during any torque check required by paragraph (g) of this AD, any tail rotor gearbox attachment moves during any torque check, repeat the torque check specified in paragraph (g) of this AD at intervals no less than 10 hours TIS and not to exceed 25 hours TIS until the torque stabilizes on all the nuts. Stabilization has occurred when, at the next torque check, the value has remained within the specified acceptable limits (160 to 200 inch-pounds (in-lbs) or 19 to 22 newton meters (Nms), inclusive), preventing movement of the gearbox housing. After the torque stabilizes on all the nuts, the repetitive torque checks specified in paragraph (g) of this AD are still required.

(i) Credit for Previous Actions

This paragraph provides credit for the initial torque check required by paragraph (g) of this AD, if that action was done before the effective date of this AD as required by paragraph (f)(2) of AD 2018-16-51, Amendment 39-19421 (83 FR 53171, October 22, 2018).

(j) Alternative Methods of Compliance (AMOCs)

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

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

(k) Related Information

(1) For more information about this AD, contact Darren Gassetto, Aerospace Engineer, COS Program Management Section, FAA, Operational Safety Branch, Compliance & Airworthiness Division, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7323; email Darren.Gassetto@faa.gov.

(2) The subject of this AD is addressed in Transport Canada AD CF-2018-35, dated December 19, 2018. You may view the Transport Canada AD at https://www.regulations.gov in Docket No. FAA-2021-0513.

(l) Material Incorporated by Reference

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

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

(i) Bell Alert Service Bulletin 429-18-41, dated July 24, 2018.

(ii) [Reserved]

(3) For service information identified in this AD, contact Bell Textron Canada Limited, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J 1R4, Canada; telephone 1-450-437-2862 or 1-800-363-8023; fax 1-450-433-0272; 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 August 26, 2021.

Gaetano A. Sciortino,

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

[FR Doc. 2021-20829 Filed 9-24-21; 8:45 am]

2021-19-02 Airbus Helicopters: Amendment 39-21720 Docket No. FAA-2021-500; Project Identifier 2017-SW-069-AD.

(a) Effective Date

This airworthiness directive (AD) is effective November 1, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Helicopters Model EC130B4 and Model EC130T2 helicopters, certificated in any category.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 6700, Rotorcraft flight control.

(e) Unsafe Condition

This AD was prompted by a report of a jammed pilot collective pitch lever (collective). The FAA is issuing this AD to prevent an untimely locking of the collective and subsequent reduced control of the helicopter.

(f) Compliance

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

(g) Required Actions

Within 90 hours time-in-service after the effective date of this AD or before the next autorotation training flight, whichever occurs first:

(1) For each collective, remove the protective boot along the collective and measure the clearance between the edge of the collective tab hook (a) and the edge of the low pitch locking pin (b) as shown in Figure 1 of Airbus Helicopters Alert Service Bulletin ASB No. EC130-67A019, Revision 0, dated February 23, 2016 (ASB EC130-67A019). If the clearance is less than 5 mm (0.196 in), before further flight:

(i) Adjust the clearance by following the Accomplishment Instructions, paragraph 3.B.3., of ASB EC130-67A019.

(ii) Test the collective for proper engagement of the low pitch locking pin by following the Accomplishment Instructions, paragraph 3.B.4., of ASB EC130-67A019.

(2) Re-install the protective boot on the collective, ensuring that no boot folds have entered the space between the collective tab hook and the low pitch locking pin, by following the Accomplishment Instructions, paragraph 3.B.5., of ASB EC130-67A019.

(h) Special Flight Permits

Special flight permits are prohibited.

(i) Alternative Methods of Compliance (AMOCs)

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

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

(j) Related Information

(1) For more information about this AD, contact Anthony Kenward, Aviation Safety Engineer, Fort Worth ACO Branch, Compliance & Airworthiness Division, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5152; email anthony.kenward@faa.gov.

(2) The subject of this AD is addressed in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2017-0062, dated April 11, 2017. You may view the EASA AD at https://www.regulations.gov in Docket No. FAA-2021-500.

(k) Material Incorporated by Reference

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

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

(i) Airbus Helicopters Alert Service Bulletin ASB No. EC130-67A019, Revision 0, dated February 23, 2016.

(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 August 30, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-20824 Filed 9-24-21; 8:45 am]

2021-19-03 Leonardo S.p.a.: Amendment 39-21721; Docket No. FAA-2021-0505; Project Identifier 2018-SW-004-AD.

(a) Effective Date

This airworthiness directive (AD) is effective November 1, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Leonardo S.p.a. Model AB139 and AW139 helicopters, certificated in any category, identified in paragraphs (c)(1) and (2) of this AD, equipped with "Primus Epic" system software release 7.4 (Phase 7 V1), 7.7 (Phase 7 V3) or 7.10 (Phase 7 V4).

(1) Model AB139 and AW19 helicopters having serial number (S/N) 31005, 31006, and S/Ns 31008 through 31157 inclusive; and S/Ns 41001 through 41023 inclusive.

(2) Model AW139 helicopters having S/N 31201 and subsequent, and S/N 41201 and subsequent.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 2200, Auto Flight System.

(e) Unsafe Condition

This AD was prompted by reports of spurious in-flight disconnections of the automatic flight control system (AFCS). The FAA is issuing this AD to address spurious degradation or unavailability of the full AFCS. The unsafe condition, if not addressed, could result in temporary impairment of the automated flight aid for control of the helicopter and increase the flightcrew's workload.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2018-0002, dated January 4, 2018 (EASA AD 2018-0002).

(h) Exceptions to EASA AD 2018-0002

(1) Where EASA AD 2018-0002 refers to flight hours (FH), this AD requires using hours time-in-service.

(2) Where EASA AD 2018-0002 refers to its effective date, this AD requires using the effective date of this AD.

(3) The "Remarks" section of EASA AD 2018-0002 does not apply to this AD.

(4) Where the service information referenced in EASA AD 2018-0002 specifies to download an option file from a certain website, that method of installation is not required by this AD.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2018-0002 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Alternative Methods of Compliance (AMOCs)

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

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

(k) Related Information

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

(l) Material Incorporated by Reference

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

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

(i) European Aviation Safety Agency (EASA) AD 2018-0002, dated January 4, 2018.

(ii) [Reserved]

(3) For EASA AD 2018-0002, 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-2021-0505.

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

Issued on August 30, 2021.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2021-20825 Filed 9-24-21; 8:45 am]

2021-19-05 Leonardo S.p.a.: Amendment 39-21723; Docket No. FAA-2021-0724; Project Identifier MCAI-2021-00321-R.

(a) Effective Date

This airworthiness directive (AD) becomes effective October 12, 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) Codes 2500, Cabin Equipment/Furnishings; 2550, Cargo Compartments.

(e) Unsafe Condition

This AD was prompted by a report of a cracked hoist support assembly on a Leonardo S.p.a. Model AB412 military helicopter. The FAA is issuing this AD to address cracking in a hoist support assembly which, if not addressed, could affect the structural integrity of the hoist support assembly, leading to in-flight detachment of the hoist assembly, and possibly resulting in damage to, 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) Emergency AD 2021-0072-E, dated March 12, 2021 (EASA Emergency AD 2021-0072-E).

(h) Exceptions to EASA Emergency AD 2021-0072-E

(1) Where EASA Emergency AD 2021-0072-E refers to its effective date, this AD requires using the effective date of this AD.

(2) This AD does not require the "Remarks" section of EASA Emergency AD 2021-0072-E.

(i) Special Flight Permit

Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the helicopter can be modified (if the operator elects to do so), provided the hoist is not used until the inspection and any applicable corrective actions specified in paragraphs (1) and (2) of EASA Emergency AD 2021-0072-E are completed.

(j) Alternative Methods of Compliance (AMOCs)

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

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

(k) Related Information

For more information about this AD, contact Darren Gassetto, Aerospace Engineer, COS Program Management Section, FAA, Operational Safety Branch, Compliance & Airworthiness Division, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone (516) 228-7323; email Darren.Gassetto@faa.gov.

(l) Material Incorporated by Reference

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

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

(i) European Union Aviation Safety Agency (EASA) Emergency AD 2021-0072-E, dated March 12, 2021.

(ii) [Reserved]

(3) For EASA Emergency AD 2021-0072-E, 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-2021-0724.

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

Issued on August 31, 2021.

Gaetano A. Sciortino,

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

[FR Doc. 2021-20826 Filed 9-24-21; 8:45 am]

2021-19-06 UAG Aerospace Services GmbH (Type Certificate Previously Held by Dornier Luftfahrt GmbH): Amendment 39-21724; Docket No. FAA-2021-0726; Project Identifier 2019-CE-059-AD.

(a) Effective Date

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

(b) Affected ADs

This AD replaces AD 2007-02-13, Amendment 39-14900 (72 FR 3355, January 25, 2007).

(c) Applicability

This AD applies to RUAG Aerospace Services GmbH (Type Certificate Previously Held by Dornier Luftfahrt GmbH) Model Dornier 228-212 airplanes, all serial numbers, certificated in any category.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI identifies the unsafe condition as loose bolts and nuts on the landing gear carbon brake assembly. The FAA is issuing this AD to prevent detachment of the brake assembly and consequent malfunction, which, if not addressed, could result in degraded brake performance and loss of control during landing or rollout.

(f) Compliance

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

(g) Definitions

(1) For purposes of this AD, an affected part is a carbon brake assembly having part number (P/N) 5009850-1, P/N 5009850-2, P/N 5009850-3, or P/N 5009850-4.

(2) For purposes of this AD, a Group 1 airplane is an airplane with an affected part that has never been overhauled installed.

(3) For purposes of this AD, a Group 2 airplane is an airplane with an affected part that has been overhauled installed.

(h) Required Inspections and Corrective Actions

(1) For Group 1 airplanes: Before further flight and thereafter at intervals not to exceed 50 hours time-in-service (TIS) or 150 flight cycles, whichever occurs first, inspect each affected part for tight fit and damage of the bolts and self-locking nuts and for a gap between the brake housing subassembly and the torque tube subassembly, and take any necessary corrective actions before further flight in accordance with steps (1)a) through (1)c) of the Accomplishment Instructions in RUAG Dornier 228 Alert Service Bulletin No. ASB-228-265, Revision 2, dated December 10, 2019, except you are not required to contact the manufacturer. Instead, repair using a method approved by the Manager, International Validation Branch, FAA, or the European Union Aviation Safety Agency (EASA), or replace the brake assembly.

(2) For Group 2 airplanes: Before further flight and thereafter at intervals not to exceed 150 hours TIS, inspect each affected part for tight fit and damage of the bolts and self-locking nuts and for a gap between the brake housing subassembly and the torque tube subassembly, and take any necessary corrective actions before further flight in accordance with steps (2)a) through (2)c) of the Accomplishment Instructions in RUAG Dornier 228 Alert Service Bulletin No. ASB-228-265, Revision 2, dated December 10, 2019, except you are not required to contact the manufacturer. Instead, repair using a method approved by the Manager, International Validation Branch, FAA, or EASA, or replace the brake assembly.

(i) Parts Installation Limitation

As of the effective date of this AD, do not install an affected part on any airplane unless, prior to installation, you have complied with this AD.

(j) Credit for Previous Actions

You may take credit for the initial inspection and corrective actions that are required by paragraph (h) of this AD if you performed those inspections and corrective actions before the effective date of this AD using RUAG Dornier 228 Alert Service Bulletin No. ASB-228-265, Revision 1, dated September 2, 2019.

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

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

(l) Related Information

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

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2019-0307, dated December 18, 2019, for more information. You may examine the EASA AD in the AD docket at https://www.regulations.gov by searching for and locating it in Docket No. FAA-2021-0726.

(3) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (m)(3) and (4) of this AD.

(m) 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) RUAG Dornier 228 Alert Service Bulletin No. ASB-228-265, Revision 2, dated December 10, 2019.

(ii) [Reserved]

(3) For service information identified in this AD, contact RUAG Aerospace Services GmbH, Dornier 228 Customer Support, P.O. Box 1253, 82231 Wessling, Federal Republic of Germany, telephone: +49 (0) 8153-30-2280; fax: +49 (0) 8153-30-3030; email: custsupport.dornier228@ruag.com; website: https://www.ruag.com/.

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

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

Issued on August 31, 2021.

Gaetano A. Sciortino,

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

[FR Doc. 2021-21097 Filed 9-29-21; 8:45 am]

2021-19-07 Hélicoptères Guimbal: Amendment 39-21725; Docket No. FAA-2021-0574; Project Identifier 2019-SW-073-AD.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Hélicoptères Guimbal Model CABRI G2 helicopters, certificated in any category, with main rotor (MR) non-rotating scissor links, part number (P/N) G41-10-200 installed.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report that during scheduled maintenance on two helicopters, cracks were found on the MR non-rotating scissor link with P/N G41-10-200. The FAA is issuing this AD to address cracking of a MR non-rotating scissor link. Cracking of a MR non-rotating scissor link, if not addressed, could result in failure of that scissor link, resulting in reduced control of the helicopter.

(f) Compliance

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

(g) Required Actions

(1) Within 50 hours time-in-service or 2 months after the effective date of this AD, whichever occurs first, modify the helicopter by replacing the MR non-rotating scissor link, P/N G41-10-200, with a serviceable scissor link assembly, P/N G41-12-100, in accordance with the Required Actions, IPC 4.1-2 (a) through (d) inclusive, of Guimbal Service Bulletin SB 15-015, Revision C, dated August 27, 2019.

(2) As of the effective date of this AD, do not install a MR non-rotating scissor link, P/N G41-10-200, on any helicopter.

(h) Credit for Previous Actions

This paragraph provides credit for actions required by paragraph (g)(1) of this AD, if those actions were performed before the effective date of this AD using the service information specified in paragraph (h)(1) or (2) of this AD.

(1) Guimbal Service Bulletin SB 15-015, Revision A, dated July 20, 2015.

(2) Guimbal Service Bulletin SB 15-015, Revision B, dated July 12, 2019.

(i) Special Flight Permits

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

(j) Alternative Methods of Compliance (AMOCs)

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

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

(k) Related Information

(1) For more information about this AD, contact Darren Gassetto, Aerospace Engineer, COS Program Management Section, Operational Safety Branch, Compliance & Airworthiness Division, FAA, 1600 Stewart Ave., Suite 410, Westbury, NY 11590; telephone (516) 228-7323; email Darren.Gassetto@faa.gov.

(2) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (l)(3) and (4) of this AD.

(3) The subject of this AD is addressed in European Union Aviation Safety Agency (EASA) AD 2019-0186, dated July 30, 2019. You may view the EASA AD at https://www.regulations.gov in Docket No. FAA-2021-0574.

(l) Material Incorporated by Reference

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

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

(i) Guimbal Service Bulletin SB 15-015, Revision C, dated August 27, 2019.

(ii) [Reserved]

(3) For service information identified in this AD, contact Hélicoptères Guimbal, 1070, rue du Lieutenant Parayre, Aérodrome d'Aix-en-Provence, 13290 Les Milles, France; telephone 33-04-42-39-10-88; email support@guimbal.com; or at https://www.guimbal.com.

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

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at

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

Issued on September 1, 2021.

Gaetano A. Sciortino,

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

[FR Doc. 2021-21116 Filed 9-29-21; 8:45 am]

2021-19-09 Airbus Helicopters: Amendment 39-21727; Docket No. FAA-2021-0559; Project Identifier MCAI-2021-00079-R.

(a) Effective Date

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

(b) Affected ADs

This AD replaces AD 2020-24-03, Amendment 39-21333 (85 FR 76955, December 1, 2020) (AD 2020-24-03).

(c) Applicability

This AD applies to Airbus Helicopters Model AS350B, AS350BA, AS350B1, AS350B2, AS350D, AS355E, AS355F, AS355F1, and AS355F2 helicopters, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2021-0023, dated January 19, 2021 (EASA AD 2021-0023).

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by the development of a modification of the electrical wiring of the hoist control on the DUNLOP cyclic stick grip. The FAA is issuing this AD to prevent inadvertent activation of the rescue hoist cable cutter and consequent detachment of an external load or person from the helicopter hoist. This condition could result in personal injury or injury to persons on the ground.

(f) Compliance

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

(g) Requirements

(1) For helicopters with DUNLOP cyclic stick grip manufacturer part number AC66444 with UP/DOWN switches for rescue hoist control installed, before each hoist operation after December 16, 2020 (the effective date of AD 2020-24-03), accomplish a ground test of the UP/DOWN switches for proper function. If there is any uncommanded hoist action, before further flight, remove the DUNLOP cyclic stick grip from service. Accomplishing the modification in paragraph (2) of EASA AD 2021-0023 constitutes terminating action for the requirements of this paragraph.

(2) Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2021-0023.

(h) Exceptions to EASA AD 2021-0023

(1) Where EASA AD 2021-0023 refers to October 8, 2020 (the effective date of EASA Emergency AD 2020-0217-E, dated October 6, 2020 (EASA AD 2020-0217-E)), this AD requires using the effective date of this AD.

(2) Where the service information referenced in paragraph (1) of EASA AD 2021-0023 specifies that the "work must be performed on the helicopter by the operator," this AD requires that the work be accomplished by a mechanic that meets the requirements of 14 CFR part 65 subpart D.

(3) Where EASA AD 2021-0023 refers to its effective date, this AD requires using the effective date of this AD.

(4) Where EASA AD 2021-0023 refers to flight hours (FH), this AD requires using hours time-in-service.

(5) Where the service information referenced in EASA AD 2021-0023 specifies to discard certain placards and Flight Manual pages (that were required by EASA AD 2020-0217-E), this AD requires removing them.

(6) Where paragraph (3) of EASA AD 2021-0023 specifies to "inform all flight crews and, thereafter, operate the helicopter accordingly," this AD does not require those actions.

(7) Where paragraph (4) of EASA AD 2021-0023 allows modifying a Group 2 helicopter into a Group 1 helicopter, this AD also requires accomplishing the requirements of paragraph (g)(1) of this AD.

(8) The "Remarks" section of EASA AD 2021-0023 does not apply to this AD.

(i) No Reporting Requirement

Where the service information referenced in EASA AD 2021-0023 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 Daniel Poblete, Aerospace Engineer, Systems & Equipment Section, Los Angeles ACO Branch, Compliance & Airworthiness Division, 3960 Paramount Blvd., Lakewood, CA 90712; telephone (562) 627-5335; email daniel.d.poblete@faa.gov.

(l) Material Incorporated by Reference

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

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

(i) European Union Aviation Safety Agency (EASA) AD 2021-0023, dated January 19, 2021.

(ii) [Reserved]

(3) For EASA AD 2021-0023, 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-2021-0559.

(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 September 7, 2021.

Ross Landes,

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

[FR Doc. 2021-21117 Filed 9-29-21; 8:45 am]

2021-19-14 AERO Sp. z o.o.: Amendment 39-21732; Docket No. FAA-2021-0782; Project Identifier MCAI-2021-00915-A.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to AERO Sp. z o.o. Model AT-3R100 airplanes, all serial numbers, certificated in any category, with an ELPROP 3-1-1P propeller installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 6114, Propeller Hub Section.

(e) Unsafe Condition

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI identifies the unsafe condition as cracks in the propeller hub. The FAA is issuing this AD to detect and correct cracked propeller hubs, which could lead to loss of the propeller blade with consequent loss of airplane control.

(f) Compliance

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

(g) Inspection and Replacement

(1) Before further flight after the effective date of this AD and thereafter at intervals not to exceed 50 hours time-in-service, inspect the propeller hub for cracks in accordance with paragraphs 5.1, 5.2, and 5.4 of the Instructions in AERO Sp. z o.o Mandatory Service Bulletin EPB.01.B, Issue 1, dated May 14, 2009; or AERO Sp. z o.o Mandatory Service Bulletin EPB.02.B, Issue 1, dated July 20, 2021, as applicable to your propeller, except you are not required to contact the manufacturer. If any crack or other discrepancy is found, before further flight, repair using a method approved by the Manager, International Validation Branch, FAA, or the European Union Aviation Safety Agency (EASA).

(2) As of the effective date of this AD, do not install an ELPROP 3-1-1P propeller on any airplane unless the propeller hub has passed the inspection required by paragraph (g)(1) of this AD.

(h) Alternative Methods of Compliance (AMOCs)

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

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

(i) Related Information

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

(2) Refer to EASA AD 2021-0189-E, dated August 9, 2021, for more information. You may examine the EASA AD in the AD docket at https://www.regulations.gov by searching for and locating Docket No. FAA-2021-0782.

(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) AERO Sp. z o.o. Mandatory Service Bulletin EPB.01.B, Issue 1, dated May 14, 2009.

(ii) AERO Sp. z o.o. Mandatory Service Bulletin EPB.02.B, Issue 1, dated July 20, 2021.

(3) For service information identified in this AD, contact AERO AT Sp. z o.o., Dział Serwisu, ul. Wał Miedzeszyński 844, 03-942 Warszawa, Poland; phone: +48 22 616 20 87; fax: +48 22 617 85 28; email: service@at-3.com.

(4) You may view this referenced service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. For information on the availability of this material at the FAA, call (816) 329-4148. It is also available at https://www.regulations.gov by searching for and locating Docket No. FAA-2021-0782.

(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 September 7, 2021.

Ross Landes,

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

[FR Doc. 2021-21932 Filed 10-6-21; 8:45 am]

2021-19-16 Airbus Helicopters: Amendment 39-21734; Docket No. FAA-2021-0785; Project Identifier AD-2021-00989-R.

(a) Effective Date

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

(b) Affected ADs

This AD replaces AD 2021-16-02, Amendment 39-21663 (86 FR 46771, August 20, 2021) (AD 2021-16-02).

(c) Applicability

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

(d) Subject

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

(e) Unsafe Condition

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

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2020-0087.

(h) Exceptions to EASA AD 2020-0087

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

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

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

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

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

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

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

(8) This AD does not mandate compliance with the "Remarks" section of EASA AD 2020-0087.

(i) No Reporting Requirement

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

(j) Alternative Methods of Compliance (AMOCs)

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

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

(k) Related Information

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

(l) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on September 24, 2021 (86 FR 46771).

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

(ii) [Reserved]

(4) For EASA AD 2020-0087, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this EASA AD on the EASA website at https://ad.easa.europa.eu.

(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 at https://www.regulations.gov by searching for and locating FAA-2021-0785.

(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 September 8, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-20464 Filed 9-24-21; 8:45 am]