FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

SMALL AIRPLANES, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2021-22

10/11/2021 - 10/24/2021

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

CHANGE OF ADDRESS NOTICE

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

Please allow one month for an address change.

MAIL YOUR ADDRESS CHANGE TO:

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

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

AD No.	Information	Manufacturer	Applicability

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

Biweekly 2021-01

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

Biweekly 2021-02

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

Biweekly 2021-03

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

Biweekly 2021-04

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

Biweekly 2021-05

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

Biweekly 2021-06

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

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

AD No.	Information	Manufacturer	Applicability

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

Biweekly 2021-10

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

Biweekly 2021-11

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

Biweekly 2021-12

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

Biweekly 2021-13

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

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

AD No.	Information	Manufacturer	Applicability

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

Biweekly 2021-22

2021-17-17		Airbus Helicopters and Airbus Helicopters Deutschland GmbH	AS332C, AS332C1, AS332L, AS332L1, AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350D, AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP, AS-365N2, AS 365 N3, EC120B, EC130B4, EC130T2, EC 155B, EC155B1, SA-365N, and SA-365N1; EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T3, MBB-BK117 C-2, and MBB-BK117 D-2
2021-19-17		Sikorsky Aircraft Corporation	S-92A
2021-20-03		Leonardo S.p.a.	AW169
2021-20-05		Leonardo S.p.a.	AW189
2021-20-06		Airbus Helicopters	AS355E, AS355F, AS355F1, and AS355F2
2021-20-10		Leonardo S.p.a.	AB139 and AW139
2021-20-11		Bell Textron Canada Limited	429
2021-20-12		Leonardo S.p.a.	AB139, AW139, AB412, and AB412 EP
2021-20-16	R 2021-04-15	Airbus Helicopters	AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP; AS350B3
2021-20-17	R 2018-23-52	Leonardo S.p.a.	AW169 and AW189
2021-20-20		Pacific Aerospace Limited	750XL

2021-17-17 Airbus Helicopters and Airbus Helicopters Deutschland GmbH (AHD): Amendment 39-21700; Docket No. FAA-2021-0496; Project Identifier MCAI-2020-00393-R.

(a) Effective Date

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

(b) Affected Airworthiness Directives (ADs)

None.

(c) Applicability

This AD applies to the following helicopters, certificated in any category, with an affected part as defined in European Union Aviation Safety Agency (EASA) AD 2020-0064, dated March 19, 2020 (EASA AD 2020-0064), installed:

(1) Airbus Helicopters Model AS332C, AS332C1, AS332L, AS332L1, AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350D, AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP, AS-365N2, AS 365 N3, EC120B, EC130B4, EC130T2, EC 155B, EC155B1, SA-365N, and SA-365N1 helicopters, and

Note 1 to paragraph (c)(1): Helicopters with an AS350B3e designation are Model AS350B3 helicopters.

(2) Airbus Helicopters Deutschland GmbH (AHD) Model EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T3, MBB-BK117 C-2, and MBB-BK117 D-2 helicopters.

Note 2 to paragraph (c)(2): Helicopters with an EC135P3H designation are Model EC135P3 helicopters. Helicopters with an EC135T3H designation are Model EC135T3 helicopters. Helicopters with an MBB-BK117 C-2e designation are Model MBB-BK117 C-2 helicopters.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by failure of an Emergency Flotation System (EFS) float compartment to inflate during maintenance of the EFS. The FAA is issuing this AD to address a blocked float supply hose. The unsafe condition, if not addressed, could result in partial inflation of an EFS float during an emergency landing on water and subsequently preventing a timely egress from the helicopter, which could result in injury to helicopter occupants.

(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 2020-0064.

(h) Exceptions to EASA AD 2020-0064

(1) Where EASA AD 2020-0064 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where paragraph (1) of the EASA AD requires inspecting each affected part within the compliance time defined in section 1.E of the applicable ASB, this AD requires inspecting each affected part within 100 hours time-in-service (TIS) after the effective date of this AD.

(3) Where the service information referenced in paragraph (1) of EASA AD 2020-0064 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.

(4) Where the service information referenced in EASA AD 2020-0064 specifies replacing or removing an affected hose that fails the inspection, this AD requires removing the hose from service.

(5) Where the service information referenced in EASA AD 2020-0064 specifies to discard certain parts, this AD requires removing those parts from service.

(6) Where the service information referenced in EASA AD 2020-0064 specifies returning the EFS to the Safran Aerosystems network for compliance or returning clogged hoses to Safran Aerosystems Services, this AD does not include those requirements.

(7) This AD does not mandate compliance with the "Remarks" section of EASA AD 2020-0064.

(i) Clarification of Required Service Information

As required by the Definitions section and paragraph (4.2) of EASA AD 2020-0064, this AD requires using Safran Aerosystems Service Bulletin (SB) 025-69-18, Revision 1, dated February 4, 2020, or Safran Aerosystems SB 025-69-18, Revision 2, dated March 24, 2021.

(j) No Reporting Requirement

Although the service information referenced in EASA AD 2020-0064 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(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 Andrea Jimenez, Aerospace Engineer, Airframe and Propulsion Section, FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone 516-228-7330; fax 516-794-5531; email 9-avs-nyaco-cos@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 2020-0064, dated March 19, 2020.

(ii) Safran Aerosystems Service Bulletin (SB) 025-69-18, Revision 1, dated February 4, 2020.

(iii) Safran Aerosystems SB 025-69-18, Revision 2, dated March 24, 2021.

(3) For EASA AD 2020-0064, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; Internet www.easa.europa.eu. You may find this EASA AD on the EASA website at https://ad.easa.europa.eu. For Safran Aerosystems service information identified in this AD, contact Safran Aerosystems, Technical Publication Department, 61 rue Pierre Curie CS20001, 78373 Plaisir Cedex, France; telephone (33) 1 61 34 23 23; fax (33) 1 61 34 24 41; or at https://www.safran-aerosystems.com/customers-0.

(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-2021-0496.

(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 16, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-22467 Filed 10-15-21; 8:45 am]

2021-19-17 Sikorsky Aircraft Corporation: Amendment 39-21735; Docket No. FAA-2021-0106; Project Identifier AD-2020-00708-R.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Sikorsky Aircraft Corporation Model S-92A helicopters, certificated in any category, with the following installed:

(1) A Martin-Baker side facing utility seat supplier part number (P/N) MBCS12410AA001 with a serial number (S/N) identified in Table 2 of Martin-Baker Special Information Leaflet (SIL) No. 831, dated July 10, 2019 (SIL 831), that is not marked with "SIL831 incorporated;" or

(2) A Martin-Baker observer seat supplier P/N MBCS12200 or MBCS7301-2 with an S/N identified in Table 2 of Martin-Baker SIL No. 833, dated July 11, 2019 (SIL 833), that is not marked with "SIL833 incorporated."

- Note 1 to paragraph (c): SIL 831 and SIL 833 are attached to Sikorsky S-92A Helicopter Alert Service Bulletin ASB 92-25-026, Basic Issue, dated March 5, 2020 (ASB 92-25-026).

Note 2 to paragraph (c): Section 3., the Accomplishment Instructions, Tables 1 and 2 of ASB 92-25-026, specify cross references of Martin-Baker supplier P/Ns with Sikorsky P/Ns and kit P/Ns.

Note 3 to paragraph (c): The marking "SIL831 incorporated" or "SIL833 incorporated," as applicable, could be located adjacent to identification labels on the underside of the sitting platform assembly P/N MBCS4111 or MBCS12215, respectively.

(d) Subject

Joint Aircraft System Component (JASC) Code: 2500, Cabin Equipment/Furnishings; and 2520, Passenger Compartment Equipment.

(e) Unsafe Condition

This AD was prompted by an incident of a side facing utility seat detaching from wall attachment points during dynamic testing. The FAA is issuing this AD to detect and address a main back tube, a component of the main back tube assembly, which does not meet design specifications. The unsafe condition, if not addressed, could result in increased surface friction in the direction of the seat attenuation, failure of proper utility seat attenuation during a crash event, excessive lumbar loads during a crash event, and subsequent excessive occupant injury.

(f) Compliance

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

(g) Required Actions

(1) Within 125 hours time-in-service or six months after the effective date of this AD, whichever occurs first, replace each main back tube assembly by following Section 3., Accomplishment Instructions, paragraphs C. through E., of ASB 92-25-026; except where the service information referenced in ASB 92-25-026 specifies destroying and disposing of parts or discarding parts, this AD requires removing those parts from service instead.

Note 4 to paragraph (g)(1): SIL 831 and SIL 833, referred to in ASB 92-25-026, refer to main back tube assembly as tube assembly, back main.

(2) As of the effective date of this AD, do not install a Martin-Baker side facing utility seat identified in paragraph (c)(1) of this AD or a Martin-Baker observer seat identified in paragraph (c)(2) of this AD unless the actions in paragraph (g)(1) of this AD have been accomplished.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Boston 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.

(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 Dorie Resnik, Aerospace Engineer, Aviation Safety Section, Boston ACO Branch, FAA, 1200 District Ave., Burlington, MA 01803; phone: (781) 238-7693; email: dorie.resnik@faa.gov.

(j) 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) Sikorsky S-92A Helicopter Alert Service Bulletin ASB 92-25-026, Basic Issue, dated March 5, 2020, with attachments:

(A) Martin-Baker Special Information Leaflet (SIL) No. 831, dated July 10, 2019; and

(B) Martin-Baker SIL No. 833, dated July 11, 2019.

(ii) [Reserved]

(3) As the design approval holder for the product identified in paragraph (c) of this AD, contact Sikorsky Aircraft Corporation for Martin-Baker service information, as well as Sikorsky S-92A helicopter service information identified in this AD, by contacting your local Sikorsky Field Representative or Sikorsky's Service Engineering Group at Sikorsky Aircraft Corporation, Mailstop K100, 124 Quarry Road, Trumbull, CT 06611; telephone 1-800-946-4337 (1-800-Winged-S); email wcs_cust_service_eng.gr-sik@lmco.com. Operators may also log on to the Sikorsky 360 website at https://www.sikorsky360.com.

(4) You may view this service information at 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 8, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-22464 Filed 10-15-21; 8:45 am]

2021-20-03 Leonardo S.p.a.: Amendment 39-21741; Docket No. FAA-2021-0578; Project Identifier 2018-SW-084-AD.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Leonardo S.p.a. Model AW169 helicopters, certificated in any category, with an affected part as identified in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2018-0203, dated September 12, 2018 (EASA AD 2018-0203) installed.

(d) Subject

Joint Aircraft Service Component (JASC) Codes: 6700, Rotorcraft Flight Control; 6710, Main Rotor Control.

(e) Unsafe Condition

This AD was prompted by reports of in-flight pilot collective stick oscillation. The FAA is issuing this AD address incorrect adjustment of the pilot collective stick fixed friction. The unsafe condition, if not addressed, could result in reduced controllability of the helicopter, and subsequent damage to the helicopter and injury to occupants.

(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 2018-0203.

(h) Exceptions to EASA AD 2018-0203

(1) Where EASA AD 2018-0203 refers to flight hours, this AD requires using hours time-in-service.

(2) Where EASA AD 2018-0203 refers to its effective date, this AD requires using the effective date of this AD.

(3) This AD does not mandate compliance with the "Remarks" section of EASA AD 2018-0203.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2018-0203 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 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.

(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 2018-0203, dated September 12, 2018.

(ii) [Reserved]

(3) For EASA AD 2018-0203, 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-2021-0578.

(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 15, 2021.

Gaetano A. Sciortino,

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

[FR Doc. 2021-22463 Filed 10-15-21; 8:45 am]

2021-20-05 Leonardo S.p.a.: Amendment 39-21743; Docket No. FAA-2021-0565; Project Identifier 2018-SW-111-AD.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Leonardo S.p.a. Model AW189 helicopters, certificated in any category, with an affected emergency flotation system (EFS) assembly as defined in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2018-0279, dated December 14, 2018 (EASA AD 2018-0279).

(d) Subject

Joint Aircraft Service Component (JASC) Code: 3212, Emergency Flotation Section; 2560, Emergency Equipment.

(e) Unsafe Condition

This AD was prompted by a report of an incorrect connection of the inflation hoses to the tee manifolds of the inflation line on the EFS assembly. The FAA is issuing this AD to detect incorrect installation of the inflation hoses on the EFS assembly. The unsafe condition, if not addressed, could result in partial inflation of the flotation bags in a ditching event, preventing a timely egress from the helicopter and consequent injury to the helicopter occupants.

(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 2018-0279.

(h) Exceptions to EASA AD 2018-0279

(1) Where EASA AD 2018-0279 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(2) Where EASA AD 2018-0279 requires compliance from its effective date, this AD requires using the effective date of this AD.

(3) Where the service information required by EASA AD 2018-0279 specifies recording compliance with the service bulletin in the helicopter logbook, this AD does not include that requirement.

(4) Where EASA AD 2018-0279 identifies all Model AW189 helicopters, all serial numbers in the applicability, this AD is only applicable to Model AW189 with an affected EFS assembly as defined in the definitions paragraph of the EASA AD.

(5) This AD does not require the "Remarks" section of EASA AD 2018-0279.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2018-0279 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 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.

(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) European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2018-0279, dated December 14, 2018.

(ii) [Reserved]

(3) For EASA AD 2018-0279, 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 material on the EASA website at https://ad.easa.europa.eu.

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

(5) You may view this 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 15, 2021.

Gaetano A. Sciortino,

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

[FR Doc. 2021-22465 Filed 10-15-21; 8:45 am]

2021-20-06 Airbus Helicopters: Amendment 39-21744; Docket No. FAA-2021-0460; Project Identifier MCAI-2020-01620-R.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Helicopters Model AS355E, AS355F, AS355F1, and AS355F2 helicopters, certificated in any category, with a Rolls-Royce Corporation (formerly Allison) engine Model 250-C20F installed.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by multiple fatigue cracks in power turbine (PT) 3rd stage wheels. The FAA is issuing this AD to prevent fatigue failure of a PT 3rd stage wheel. The unsafe condition, if not addressed, could result in loss of engine power, release of debris and damage to the helicopter, and loss of control of the helicopter.

(f) Compliance

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

(g) Required Actions

Within 50 hours time-in-service after the effective date of this AD:

(1) Revise the existing Rotorcraft Flight Manual (RFM) for your helicopter by inserting the page applicable to your helicopter model and version from Appendix 4.A. through D., of Airbus Helicopters Alert Service Bulletin No. AS355-71.00.21, Revision 1, dated November 10, 2020 (ASB AS355-71.00.21 Rev 1). Inserting a different document with information identical to that in Appendix 4.A. through D., of ASB AS355-71.00.21 Rev 1, as applicable to your helicopter model and version, is acceptable for compliance with the requirement of this paragraph. The action required by this paragraph 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) Install a placard in full view of the pilot and co-pilot by following the Accomplishment Instructions, paragraph 3.B., of ASB AS355-71.00.21 Rev 1.

Note 1 to paragraph (g)(2): Airbus Helicopters service information refers to a placard as a label.

(h) Special Flight Permits

Special flight permits are permitted so long as continuous engine operation between 71 and 95% N2 is avoided.

(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 Michael Hughlett, Aerospace Engineer, General Aviation & Rotorcraft Section, International Validation Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5110; email michael.hughlett@faa.gov.

(2) The subject of this AD is addressed in European Union Aviation Safety Agency (EASA) AD 2020-0266, dated December 8, 2020. You may view the EASA AD on the internet at https://www.regulations.gov in Docket No. FAA-2021-0460.

(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 No. AS355-71.00.21, Revision 1, dated November 10, 2020.

(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 September 15, 2021.

Ross Landes,

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

[FR Doc. 2021-22466 Filed 10-15-21; 8:45 am]

2021-20-10 Leonardo S.p.a.: Amendment 39-21748; Docket No. FAA-2021-0579; Project Identifier MCAI-2020-00267.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Leonardo S.p.a. Model AB139 and AW139 helicopters, certificated in any category, without main gearbox (MGB) spherical bearing lock nut (lock nut) part number (P/N) 3G6320A09152 installed and with:

(1) MGB P/N 3G6320A00131, 3G6320A00132, 3G6320A00133, 3G6320A00134, 3G6320A00135, 3G6320A00136, 3G6320A22031, 4G6320A00132, or 4G6320A00133 installed, or

(2) MGB P/N 3G320A00133 with serial number (S/N) M23, or MGB P/N 3G6320A00134, with S/N M6, N76, N92, P124, P129, P131, P162, P184, Q230, Q243, Q249, R272, V21, V39, V96, V163, V211, V241, V272, V281, V384, V386, or V622 installed, or

(3) MGB P/N 3G6320A00136 with S/N AW1, AW2, AW3, AW5, or AW10 installed.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 6320, Main Rotor Gearbox.

(e) Unsafe Condition

This AD was prompted by a cracked MGB lock nut. The FAA is issuing this AD to replace an affected MGB lock nut with a new MGB lock nut. The unsafe condition, if not addressed, could result in failure of the MGB planetary gears, resulting 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 100 hours time-in-service, or during the next scheduled MGB overhaul, whichever occurs first after the effective date of this AD, remove each MGB lock nut P/N 3G6320A09151 from service and replace with MGB lock nut P/N 3G6320A09152 in accordance with Annex A, steps 1 through 17, of Leonardo Helicopters Alert Service Bulletin No. 139-609, Revision A, dated April 13, 2021, except you are not required to send parts to Leonardo Helicopters.

Note to paragraph (g)(1): Leonardo Helicopters service information refers to an MGB lock nut as a ring nut.

(2) As of the effective date of this AD, do not install any MGB having MGB lock nut P/N 3G630A09151 on any helicopter, and do not install any MGB lock nut P/N 3G630A09151 on any helicopter.

(h) Special Flight Permits

Special flight permits are prohibited.

(i) Alternative Methods of Compliance (AMOCs)

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

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

(j) Related Information

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

(2) The subject of this AD is addressed in European Union Aviation Safety Agency (EASA) AD 2021-0121, dated May 4, 2021. You may view the EASA AD at https://www.regulations.gov in Docket No. FAA-2021-0579.

(k) Material Incorporated by Reference

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

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

(i) Leonardo Helicopters Alert Service Bulletin No. 139-609, Revision A, dated April 13, 2021.

(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 September 16, 2021.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2021-22468 Filed 10-15-21; 8:45 am]

2021-20-11 Bell Textron Canada Limited (Type Certificate Previously Held by Bell Helicopter Textron Canada Limited): Amendment 39-21749; Docket No. FAA-2021-0575; Project Identifier MCAI-2020-00545-R.

(a) Effective Date

This airworthiness directive (AD) is effective November 22, 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 through 57210 inclusive, 57212 through 57344 inclusive, 57346 through 57371 inclusive, 57374 through 57377 inclusive, and 57380.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of incorrectly staked spherical bearings in the directional control bellcrank assembly. The FAA is issuing this AD to address incorrectly staked spherical bearings in the directional control bellcrank assembly. This condition, if not addressed, could result in wear or elongation of the bore in the bellcrank, which could result in reduced helicopter directional control.

(f) Compliance

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

(g) Required Inspection and Corrective Actions

Within 25 hours time-in-service (TIS) or 90 days, whichever occurs first after the effective date of this AD: Inspect the lower surface of the spherical bearing on the directional control bellcrank assembly to determine if it is properly staked, in accordance with the Accomplishment Instructions, Part I, step 7., of Bell Alert Service Bulletin 429-19-50, Revision B, dated December 19, 2019 (BASB 429-19-50, Revision B). After the inspection, before further flight, do the applicable action required by paragraph (g)(1) or (2) of this AD.

(1) If the lower surface of the spherical bearing is improperly staked (any discrepancy is found e.g., the witness marks are not present and intact or the staked lip is not uniform along the chamfer): Inspect the bore in the bellcrank assembly for excessive wear (including mechanical or corrosion damage that exceed 0.001 inch (0.03 millimeter) maximum depth for 1/4 of the circumference, and any cracking); in accordance with the Accomplishment Instructions, Part I, steps 10. through 13., of BASB 429-19-50, Revision B, and depending on the findings, do the applicable actions required by paragraph (g)(1)(i) or (ii) of this AD before further flight.

(i) If the bore in the bellcrank assembly shows signs of excessive wear: Repair the bellcrank, including re-identifying the bellcrank assembly part number, in accordance with the Accomplishment Instructions, Part II, steps 1. through 13., of BASB 429-19-50, Revision B.

(ii) If the bore diameter is within 0.001 inch (0.03 millimeter) maximum depth for 1/4 of the circumference: Install a new spherical bearing, in accordance with the Accomplishment Instructions, Part II, steps 4. through 12., of BASB 429-19-50, Revision B.

(2) If the lower surface of the spherical bearing is properly staked: Inspect the upper surface of the spherical bearing on the directional control bellcrank assembly to determine if it is properly staked, in accordance with the Accomplishment Instructions, Part I, steps 8. and 9., of BASB 429-19-50, Revision B, and depending on the findings, do the applicable actions required by paragraph (g)(2)(i) or (ii) of this AD before further flight.

(i) If the spherical bearing is properly staked: No further action is required by this AD.

(ii) If the spherical bearing is not properly staked (any discrepancy is found e.g., the witness marks are not present and intact or the staked lip is not uniform along the chamfer): Inspect the bore in the bellcrank assembly for excessive wear (including mechanical or corrosion damage that exceed 0.001 inch (0.03 millimeter) maximum depth for 1/4 of the circumference, and any cracking), in accordance with the Accomplishment Instructions, Part I, steps 10. through 13., of BASB 429-19-50, Revision B, and depending on the findings, do the applicable actions required by paragraph (g)(2)(ii)(A) or (B) of this AD before further flight.

(A) If the bore in the bellcrank assembly shows signs of excessive wear: Repair the bellcrank, including re-identifying the bellcrank assembly part number, in accordance with the Accomplishment Instruction, Part II, steps 1. through 13., of BASB 429-19-50, Revision B.

(B) If the bore diameter is within 0.001 inch (0.03 millimeter) maximum depth for 1/4 of the circumference: Install a new spherical bearing, in accordance with the Accomplishment Instructions, Part II, steps 4. through 12., of BASB 429-19-50, Revision B.

(h) Required Post Repair Inspections

For any helicopter on which the bellcrank has been repaired as required by paragraphs (g)(1)(i) or (g)(2)(ii)(A) of this AD: Within 100 hours TIS after the repair, and thereafter at intervals not to exceed 100 hours TIS, inspect the lower surface of the spherical bearing to determine if it has moved, in accordance with the Accomplishment Instructions, Part III, step 7., of BASB 429-19-50, Revision B. If the spherical bearing has moved (is loose): Before further flight, inspect the bore in the bellcrank assembly to determine if the diameter exceeds 0.6283 inch (15.9588 millimeters), in accordance with the Accomplishment Instructions, Part III, steps 8. through 11., of BASB 429-19-50, Revision B.

(1) If the diameter of the bore in the bellcrank assembly exceeds 0.6283 inch (15.9588 millimeters): Before further flight replace the bellcrank assembly.

(2) If the diameter of the bore in the bellcrank assembly does not exceed 0.6283 inch (15.9588 millimeters): Before further flight install a new spherical bearing in accordance with the Accomplishment Instructions, Part II, steps 4. through 12., of BASB 429-19-50, Revision B.

(i) Terminating Action

Replacement of a bellcrank assembly with a new part (never installed on a helicopter or has accumulated zero hours TIS) is terminating action for the requirements of this AD for that helicopter only.

(j) 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 the service information identified in paragraph (j)(1) or (2) of this AD.

(1) Bell Alert Service Bulletin 429-19-50, dated November 27, 2019.

(2) Bell Alert Service Bulletin 429-19-50, Revision A, dated December 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 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 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) Bell Alert Service Bulletin 429-19-50, dated November 27, 2019; and Bell Alert Service Bulletin 429-19-50, Revision A, dated December 2, 2019; which are not incorporated by reference, contain additional information about the subject of this AD. This service information is available at the contact information specified in paragraphs (m)(3) and (4) of this AD.

(3) The subject of this AD is addressed in Transport Canada AD CF-2020-11, dated April 16, 2020. You may view the Transport Canada AD at https://www.regulations.gov in Docket No. FAA-2021-0575.

(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) Bell Alert Service Bulletin 429-19-50, Revision B, dated December 19, 2019.

(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 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 September 16, 2021.

Ross Landes,

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

[FR Doc. 2021-22469 Filed 10-15-21; 8:45 am]

2021-20-12 Leonardo S.p.a: Amendment 39-21750; Docket No. FAA-2021-0608; Project Identifier 2019-SW-119-AD.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Leonardo S.p.a. Model AB139, AW139, AB412, and AB412 EP helicopters, certificated in any category, with an affected part as identified in European Union Aviation Safety Agency (EASA) AD 2019-0311, dated December 19, 2019 (EASA AD 2019-0311), installed.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by failure of an Emergency Flotation System (EFS) float compartment to inflate during maintenance of the EFS. The FAA is issuing this AD to address a blocked float supply hose. The unsafe condition, if not addressed, could result in partial inflation of an EFS float during an emergency landing on water and subsequently preventing a timely egress from the helicopter, which could result in injury to helicopter occupants.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2019-0311.

(h) Exceptions to EASA AD 2019-0311

(1) Where EASA AD 2019-0311 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2019-0311 requires compliance in terms of flight hours, this AD requires using hours time-in-service (TIS).

(3) Where paragraph (1) of EASA AD 2019-0311 requires inspecting each affected part within the compliance time specified in Table 2 of its AD, this AD requires:

(i) Inspecting each affected part in Group A within 100 hours TIS after the effective date of this AD.

(ii) Inspecting each affected part in Group C within 15 hours TIS after the effective date of this AD.

(4) Where the service information referenced in paragraph (1) of EASA AD 2019-0311 specifies "operator able to perform the EFS maintenance in accordance with Aircraft Maintenance Manual (AMM) or Aircraft Maintenance Publication (AMP) can perform the procedure defined in this Service Bulletin," this AD requires that the work be accomplished by a mechanic that meets the requirements of 14 CFR part 65 subpart D.

(5) Where paragraph (2) of EASA AD 2019-0311 specifies replacing an EFS supply hose that fails the inspection, this AD requires removing the hose from service.

(6) This AD does not require the "Remarks" section of EASA AD 2019-0311.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2019-0311 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 (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 2019-0311, dated December 19, 2019.

(ii) [Reserved]

(3) For EASA AD 2019-0311, 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-2021-0608.

(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 20, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-22470 Filed 10-15-21; 8:45 am]

2021-20-16 Airbus Helicopters: Amendment 39-21754; Docket No. FAA-2021-0453; Project Identifier MCAI-2021-00377-R.

(a) Effective Date

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

(b) Affected ADs

This AD replaces AD 2021-04-15, Amendment 39-21437 (86 FR 13165, March 8, 2021) (AD 2021-04-15).

(c) Applicability

This AD applies to Airbus Helicopters specified in paragraph (c)(1) and (2) of this AD, certificated in any category.

(1) Model AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters, all serial numbers.

(2) Model AS350B3 helicopters, all serial numbers except those that have embodied Airbus Helicopters Modification 073148 in production.

(d) Subject

Joint Aircraft System Component (JASC) Code 5531, Vertical Stabilizer, Spar/Rib.

(e) Unsafe Condition

This AD was prompted by a report that, during an unscheduled post-flight inspection of the tail cone area of an Airbus Helicopters Model AS355NP helicopter, a crack was found in the spar of the upper fin and fractures were found in the two front attachment screws. The FAA is issuing this AD to address cracking in the spar of the upper part of the vertical fin and fractures in the front attachment screws. This condition could lead to in-flight separation of the upper part of the vertical fin, 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 2021-0099, dated April 9, 2021 (EASA AD 2021-0099).

(h) Exceptions to EASA AD 2021-0099

(1) Where EASA AD 2021-0099 refers to its effective date or to July 12, 2017, (the effective date of EASA AD 2017-0114, dated June 28, 2017), this AD requires using the effective date of this AD.

(2) This AD does not mandate compliance with the "Remarks" section of EASA AD 2021-0099.

(3) Where EASA AD 2021-0099 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(4) Where paragraph (4) of EASA AD 2021-0099 specifies to contact the manufacturer for approved repair instructions, for this AD, if any cracking is detected during any inspection, repair before further flight using a method approved by the Manager, International Validation Branch, FAA. For a repair method to be approved by the Manager, International Validation Branch, as required by this paragraph, the Manager's approval letter must specifically refer to this AD.

(5) Where the service information referred to in EASA AD 2021-0099 specifies to perform a visual inspection for cracking on the "RH side of spar (a)" and "if you are not sure" remove the rear and the tail rotor gear box (TGB) fairings to perform a detailed inspection and do a dye-penetrant inspection, those actions are required by this AD if any crack indication (e.g., paint chips, dents, or swelling) is found during any inspection done without removing the rear and the TGB fairings.

(6) Where the service information referred to in EASA AD 2021-0099 specifies to perform a visual check for cracks in the "spars (a) of the top and bottom fins" and "if you are not sure" do a dye-penetrant inspection, the dye-penetrant inspection is required by this AD if any crack indication (e.g., paint chips, dents, or swelling) is found during any visual check (inspection).

(7) Where the service information referred to in EASA AD 2021-0099 specifies to check the integrity of the two thrust pad attachment screws for damage, for this AD, damage includes loosening, deformation, and nicks.

(8) Where the service information referred to in EASA AD 2021-0099 specifies that the visual check can be performed by an airframe technician or pilot, this AD requires that the visual check be performed by a qualified mechanic.

(i) Special Flight Permit

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) 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 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.

(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 2021-0099, dated April 9, 2021.

(ii) [Reserved]

(3) For EASA AD 2021-0099, 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-2021-0453.

(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 23, 2021.

Gaetano A. Sciortino,

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

[FR Doc. 2021-22472 Filed 10-15-21; 8:45 am]

2021-20-17 Leonardo S.p.a.: Amendment 39-21755; FAA-2021-0612; Project Identifier MCAI-2021-00650-R.

(a) Effective Date

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

(b) Affected ADs

This AD replaces Emergency AD 2018-23-52, Product Identifier 2018-SW-093-AD, dated November 8, 2018 (Emergency AD 2018-23-52).

(c) Applicability

This AD applies to all Leonardo S.p.a. Model AW169 and AW189 helicopters, certificated in any category.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report of an accident of a Model AW169 helicopter, which was observed to have lost yaw control prior to the accident. The FAA is issuing this AD to address failure of the tail rotor servo-actuator (TRA) feedback lever. This condition could result in loss of tail rotor control and subsequent loss of control of the helicopter.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2020-0197, dated September 10, 2020 (EASA AD 2020-0197).

(h) Exceptions to EASA AD 2020-0197

(1) Where EASA AD 2020-0197 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(2) This AD does not allow the compliance time tolerance specified in Note 1 of EASA AD 2020-0197.

(3) The initial compliance time for the inspection specified in paragraph (1) of EASA AD 2020-0197 is within the compliance time specified in paragraph (1) of EASA AD 2020-0197, except for Group 1 helicopters on which the inspection identified in paragraph (1) of EASA AD 2020-0197 has not been done, the initial inspection is within 10 hours time-in-service after the effective date of this AD.

(4) The initial compliance time for the inspection specified in paragraph (2) of EASA AD 2020-0197 is within the compliance time specified in paragraph (2) of EASA AD 2020-0197, except for Group 1 and 2 helicopters on which the inspection identified in paragraph (2) of EASA AD 2020-0197 has not been done, the initial compliance time is within 50 hours time-in-service after the effective date of this AD.

(5) The initial compliance time for the installation specified in paragraph (3) of EASA AD 2020-0197 is within the compliance time specified in paragraph (3) of EASA AD 2020-0197, except for Group 1 and 2 helicopters on which the installation identified in paragraph (3) of EASA AD 2020-0197 has not been done, the initial compliance time is within 20 hours time-in-service after the effective date of this AD.

(6) The initial compliance time for the check (inspection) specified in paragraph (4) of EASA AD 2020-0197 is within the compliance time specified in paragraph (4) of EASA AD 2020-0197, except for Group 1 and 2 helicopters on which the check (inspection) identified in paragraph (4) of EASA AD 2020-0197 has not been done, the initial compliance time is within 10 hours time-in-service after the effective date of this AD.

(7) The initial compliance time for the inspection/check specified in paragraph (5) of EASA AD 2020-0197 is within the compliance time specified in paragraph (5) of EASA AD 2020-0197 except for Group 1 and 2 helicopters on which the inspection identified in paragraph (5) of EASA AD 2020-0197 has not been done, the initial compliance time is within 10 hours time-in-service after the effective date of this AD.

(8) Where paragraphs (6), (8), (9), and (11) of EASA AD 2020-0197 specify contacting Leonardo for corrective action instructions, the corrective action instructions must be accomplished in accordance with FAA-approved procedures.

(9) Where paragraphs (9) and (10) of EASA AD 2020-0197 use the term “discrepancy,” for this AD, discrepancies include roughness (meaning lack of free and easy rotation), measured breakaway force(s) outside the allowed range specified in the service information identified in paragraphs (2) and (7) of EASA AD 2020-0197, any wear or other damage (including, but not limited to, broken seals), and the presence of particles.

(10) Where paragraph (12) of EASA AD 2020-0197 requires reporting results to the manufacturer “as required by paragraphs (12.1) and (12.2) of this [EASA] AD”, for this AD, only report the inspection and check results specified in paragraph (12.1) of EASA AD 2020-0197. Submit the report at the applicable time specified in paragraph (h)(10)(i) or (ii) of this AD.

(i) If the inspection or check was done on or after the effective date of this AD: Submit the report within 2 days after the inspection or check.

(ii) If the inspection or check was done before the effective date of this AD: Submit the report within 2 days after the effective date of this AD.

(11) Where paragraph (13) of EASA AD 2020-0197, and the service information specified in EASA AD 2020-0197, specify returning parts and grease containers to the manufacturer, this AD does not include those requirements.

(12) Where EASA AD 2020-0197 requires compliance from March 20, 2020 (the effective date of EASA AD 2020-0048, dated March 6, 2020), this AD requires using the effective date of this AD.

(13) Where EASA AD 2020-0197 requires compliance from its effective date, this AD requires using the effective date of this AD.

(14) This AD does not allow credit for the actions specified in EASA AD 2020-0197 if those actions were done using the service information specified in paragraphs (h)(14)(i) through (ix) of this AD:

(i) Leonardo S.p.A. Emergency Alert Service Bulletin (EASB) 169-148, dated May 29, 2019;

(ii) Leonardo S.p.A. EASB 169-148, Revision A, dated September 5, 2019;
(iii) Leonardo S.p.A. EASB 169-148, Revision B, dated February 4, 2020;
(iv) Leonardo S.p.A. EASB 169-148, Revision C, dated April 6, 2020;
(v) Leonardo S.p.A. EASB 189-237, dated May 29, 2019;
(vi) Leonardo S.p.A. EASB 189-237, Revision A, dated September 5, 2019;
(vii) Leonardo S.p.A. EASB 189-237, Revision B, dated February 4, 2020;
(viii) Leonardo S.p.A. EASB 189-237, Revision B, dated February 4, 2020, with Errata Corrige;
(ix) Leonardo S.p.A. EASB 189-237, Revision C, dated April 6, 2020.
(15) This AD does not require the "Remarks" section of EASA AD 2020-0197.

(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 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.

(k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.
(2) You must use this service information as applicable to do the actions required by this AD, unless this AD specifies otherwise.
(i) European Union Aviation Safety Agency (EASA) AD 2020-0197, dated September 10, 2020.
(ii) [Reserved]
(3) For EASA AD 2020-0197, 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-2021-0612.
(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 23, 2021.
Gaetano A. Sciortino,
Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2021-22471 Filed 10-15-21; 8:45 am]

2021-20-20 Pacific Aerospace Limited: Amendment 39-21758; Docket No. FAA-2021-0576; Project Identifier 2019-CE-008-AD.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pacific Aerospace Limited Model 750XL airplanes, serial numbers 177, 186 through 213, 220, 8001, and 8002, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 3600, Pneumatic 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 installation of the wing leading edge tank fuel pickup assembly in a pre-stressed condition, which could cause cracks in the wing spar web or the fuel pickup assembly pipe. The FAA is issuing this AD to prevent cracks in the wing spar web and the fuel pickup pipe. This condition could result in reduced structural integrity of the wing spar or cause a fuel leak, which could result in an engine fire.

(f) Compliance

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

(g) Required Actions

Within 165 hours time-in-service after the effective date of this AD, inspect the angle of the support bracket on the wing leading edge tank fuel pickup assembly and, before further flight, take any necessary additional actions and corrective actions by following the Accomplishment Instructions in Pacific Aerospace Mandatory Service Bulletin PACSB/XL/109, Issue 1, dated January 16, 2019.

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

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

(i) Related Information

(1) For more information about this AD, contact Mike Kiesov, Aviation Safety Engineer, General Aviation & Rotorcraft Section, International Validation Branch, FAA, 901 Locust, Room 301, Kansas City, MO 64106; phone: (816) 329-4144; fax: (816) 329-4090; email: mike.kiesov@faa.gov.

(2) Refer to Civil Aviation Authority (CAA) of New Zealand AD No. DCA/750XL/36, dated February 7, 2019, for more information. You may examine the CAA AD in the AD docket at https://www.regulations.gov by searching for and locating Docket No. FAA-2021-0576.

(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) Pacific Aerospace Mandatory Service Bulletin PACSB/XL/109, Issue 1, dated January 16, 2019.

(ii) Reserved.

(3) For service information identified in this AD, contact the Civil Aviation Authority of New Zealand, Level 15, Asteron Centre, 55 Featherston Street, Wellington 6011; phone: +64 4 560 9400; fax: +64 4 569 2024; email: info@caa.govt.nz.

(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 September 23, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-22460 Filed 10-15-21; 8:45 am]