FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

SMALL AIRPLANES, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2021-23

10/25/2021 - 11/7/2021

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

Biweekly 2021-23

2021-20-21	R 2018-16-10	GE Aviation Czech s.r.o.	H80-200; H85-200
2021-21-01	R 2019-05-06	Airbus Helicopters Deutschland GmbH	EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, and EC135T3
2021-21-03		Leonardo S.p.a.	A109A, A109A II, A109C, A109E, A109K2, A109S, AW109SP, A119, and AW119 MKII
2021-21-08		Leonardo S.p.a.	AB139 and AW139
2021-21-10		Pacific Aerospace Limited	750XL
2021-21-11		Pacific Aerospace Limited	750XL
2021-22-07		Various Manufactures	Various Models
2021-22-12		Honda Aircraft Company LLC	HA-420
2021-22-13		Leonardo S.p.a.	AB139 and AW139
2021-22-20		Austro Engine GmbH Engines	E4 and E4P
2021-22-22		Costruzioni Aeronautiche Tecnam S.P.A.	P2006T

(a) Effective Date

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

(b) Affected ADs

This AD replaces AD 2018-16-10, Amendment 39-19350 (83 FR 43742, August 28, 2018) (AD 2018-16-10).

(c) Applicability

This AD applies to:
(1) GE Aviation Czech s.r.o. (GEAC) H80-200 model turboprop engines with propeller governor part number (P/N) P-W22-1, and Avia Propeller AV-725 propellers installed.
(2) GEAC H85-200 model turboprop engines (build configuration BC04) with Avia Propeller AV-725 propellers installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 7600, Engine Controls; 6122, Propeller Governor.

(e) Unsafe Condition

This AD was prompted by an accident involving an Aircraft Industries L 410 UVP-E20 airplane caused by one propeller going to a negative thrust position during the landing approach. The FAA is issuing this AD to prevent asymmetric thrust. The unsafe condition, if not addressed, could result in failure of the beta switch, loss of engine thrust control, and reduced control of the airplane.

(f) Compliance

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

(g) Required Actions

(1) For Group 1 engines: Within 25 flight hours (FHs) or 20 flight cycles after September 12, 2018 (the effective date of AD 2018-16-10), or before further flight, whichever occurs later, inspect and adjust the engine push-pull control, P/N M601-76.3, and replace beta switch, P/N P-S-2, with beta switch, P/N P-S-2A, using paragraphs 1.6 and 1.7 of GEAC Service Bulletin (SB) SB-H80-76-00-00-0036 [03], (formatted as service bulletin identifier [revision number]), dated April 12, 2019

(GEAC SB SB-H80-76-00-00-0036 [03]) or paragraphs 1.6 and 1.7 of GEAC SB-H80-76-00-00-0036 [02], Revision No. 02, dated March 29, 2018.

(2) For Group 1, Group 2, and Group 3 engines: Before further flight after any maintenance, repair, or modification on the engine, propeller, or airplane that can affect the settings of the engine push-pull control after the effective date of this AD, inspect and adjust the engine push-pull control, P/N M601-76.3, using paragraph 1.6 of GEAC Alert Service Bulletin (ASB) ASB-H80-76-00-00-0048[01]/ASB-H85-76-00-00-0015 [01] (single document, formatted as service bulletin identifier [revision number]), dated April 12, 2019 (GEAC ASB ASB-H80-76-00-00-0048[01]/ASB-H85-76-00-00-0015 [01]).

(3) For Group 1, Group 2, and Group 3 engines: Within 270 days after the effective date of this AD, replace the engine push-pull control, P/N M601-76.3, with engine push-pull control P/N M601-76.4 or P/N M601-76.5, as applicable to the engine model, using Appendix 1 of GEAC ASB ASB-H80-76-00-00-0047[04]/ASB-H85-76-00-00-0018[04] (single document, formatted as service bulletin identifier [revision number]), dated May 8, 2020 (GEAC ASB ASB-H80-76-00-00-0047[04]/ASB-H85-76-00-00-0018[04]).

(4) For engines modified as required by paragraph (g)(3) of this AD: Within 100 FHs or during a subsequent Type 2 inspection, whichever occurs first after the engine modification required by paragraph (g)(3) of this AD, and thereafter, at intervals not to exceed 100 FHs from the previous inspection, inspect the engine push-pull control, P/N M601-76.4 or P/N M601-76.5, using the Accomplishment Instructions, paragraph 2.1.2, of GEAC ASB-H80-76-00-00-0047[04]/ASB-H85-76-00-00-0018[04].

Note 1 to paragraph (g)(4): A non-cumulative tolerance of 10 FH may be applied to the 100 FH repetitive inspection interval to allow synchronization of the required checks with other required maintenance tasks for which a non-cumulative tolerance is already granted in the applicable engine maintenance manual (EMM).

(5) For all affected engines not required to be modified as specified in paragraph (g)(3) of this AD: Within 300 FHs or at the next Type 3 inspection, whichever occurs later since first installation of the engine on an airplane, inspect the engine push-pull control, P/N M601-76.4 or P/N M601-76.5, as applicable, using the instructions in Table 601 (Sheet 1-4) of Section 72-00-00, dated December 14, 2012, of the GE Aviation–Business & General Aviation–
Turboprops Maintenance Manual, Manual Part No. 0983402, Rev. 22, dated December 18, 2020 (the GE Aviation Maintenance Manual).

(6) If, during any inspection required by paragraph (g)(1) or (2) of this AD, as applicable, any deficiencies are detected, before next flight, perform the actions in paragraphs 1.6.2, 1.7.1 and 1.7.2 of GEAC SB SB-H80-76-00-00-0036 [03] or paragraph 1.6.1 of GEAC ASB ASB-H80-76-00-00-0048[01]/ASB-H85-76-00-00-0015 [01], as applicable.

(7) If, during any inspection required by paragraph (g)(4) of this AD, any deficiencies are detected, before next flight, perform the actions in paragraph 2.1.2 of GEAC ASB ASB-H80-76-00-00-0047[04]/ASB-H85-76-00-00-0018[04].

(8) If, during the inspection as required by paragraph (g)(5) of this AD, any deficiencies are detected, before next flight, correct those deficiencies using the instructions in Table 601 (Sheet 1-4), Section 72-00-00, Engine–Planned Inspections, dated December 14, 2012, of the GE Aviation Maintenance Manual.

(h) Installation Prohibition

After the effective date of this AD:

(1) For Group 1 engines: Do not install a beta switch, P/N P-S-2, on any engine, after modification of the engine as required by paragraph (g)(1) of this AD.

(2) For Group 2, Group 3, Group 4, and Group 5 engines: Do not install a beta switch, P/N P-S-2, on any engine.

(3) For Group 1, Group 2, and Group 3 engines: Do not install an engine push-pull control, P/N M601-76.3, on any engine after modification of the engine as required by paragraph (g)(3) of this AD.

(i) Terminating Action

Accomplishing the inspection of the engine push-pull control, P/N M601-76.4 or P/N M601-76.5, as required by paragraph (g)(4) of this AD, without finding any deficiencies during six consecutive inspections, constitutes a terminating action for the repetitive inspections required by paragraph (g)(4) of this AD for that engine.

(j) No Communication or Reporting Requirements

The instructions to contact the manufacturer for further instructions in paragraph 2.1, of GEAC ASB ASB-H80-76-00-00-0047[04]/ASB-H85-76-00-00-0018[04], are not required by this AD.

(k) Definitions

(1) Group 1 engines are GEAC H80-200 model turboprop engines that have an engine push-pull control, P/N M601-76.3, and a beta switch, P/N P-S-2, installed.

(2) Group 2 engines are GEAC H80-200 model turboprop engines that have an engine push-pull control, P/N M601-76.3, but no beta switch, P/N P-S-2, installed.

(3) Group 3 engines are GEAC H85-200 model turboprop engines (build configuration BC04) that have an engine push-pull control, P/N M601-76.3, installed.

(4) Group 4 engines are GEAC H80-200 model turboprop engines that have an engine push-pull control, P/N M601-76.5, installed.

(5) Group 5 engines are GEAC H85-200 model turboprop engines (build configuration BC04) that have an engine push-pull control, P/N M601-76.4, installed.

(6) For the purpose of this AD, “deficiencies” occur when the push-pull control settings are changed, thereby allowing the propeller to go beyond fine pitch into negative thrust position during certain engine failure modes.

(l) Credit for Previous Actions

(1) You may take credit for the inspection and adjustment of the engine push-pull control required by paragraph (g)(2) of this AD if you performed the actions before the effective date of this AD using GEAC ASB-H80-76-00-00-0048[00]/ASB-H85-76-00-00-0015[00] (single document), dated April 12, 2019.

(2) You may take credit for the installation of the engine push-pull control required by paragraph (g)(3) of this AD and the initial inspection of the engine push-pull control required by paragraph (g)(4) of this AD, if you performed these actions before the effective date of this AD using GEAC ASB ASB-H80-76-00-00-0047[03]/ASB-H85-76-00-00-0018[03] (single document), Revision No. 03, dated August 7, 2019, or earlier revisions.

(m) Alternative Methods of Compliance (AMOCs)

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

identified in paragraph (n)(1) of this AD. You may email your request to: ANE-AD-AMOC@faa.gov.

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

(n) Related Information

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

(2) Refer to Mandatory Continuing Airworthiness Information (MCAI) EASA AD 2020-0143, dated June 25, 2020, for related information. This MCAI may be found in the AD docket at https://www.regulations.gov by searching for and locating Docket No. FAA-2021-0836.

(o) Material Incorporated by Reference

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

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

(i) GE Aviation Czech (GEAC) Service Bulletin (SB) SB-H80-76-00-00-0036 [02], Revision No. 02, dated March 29, 2018.

(ii) GEAC SB SB-H80-76-00-00-0036 [03], Revision No. 03, dated April 12, 2019.

(iii) GEAC Alert SB ASB-H80-76-00-00-0048[01]/ASB-H85-76-00-00-0015 [01] (single document), Revision No. 01, dated April 12, 2019.

(iv) GEAC Alert SB ASB-H80-76-00-00-0047[04]/ASB-H85-76-00-00-0018 [04] (single document), Revision No. 04, dated May 8, 2020.

(v) Section 72-00-00, pages 603 through 605, dated December 14, 2012; and page 606, dated December 18, 2020, of GE Aviation Business & General Aviation–Turboprops Maintenance Manual, Manual Part No. 0983402, Rev. 22, dated December 18, 2020.

(3) For GEAC and GE Aviation service information identified in this AD, contact GE Aviation Czech s.r.o., Beranov[yacute]ch 65, 199 02 Praha 9, Let[ncaron]any, Czech Republic; phone: +420 222 538 111.

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

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

Issued on September 23, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-23879 Filed 11-2-21; 8:45 am]

2021-21-01 Airbus Helicopters Deutschland GmbH: Amendment 39-21761; Docket No. FAA-2021-0611; Project Identifier MCAI-2021-00038-R.

(a) Effective Date

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

(b) Affected ADs

This AD replaces AD 2019-05-06, Amendment 39-19588 (84 FR 8961, March 13, 2019) (AD 2019-05-06).

(c) Applicability

This AD applies to Airbus Helicopters Deutschland GmbH Model EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, and EC135T3 helicopters, all serial numbers up to 1276 inclusive, certificated in any category, with an affected hoist as identified in European Union Aviation Safety Agency (EASA) AD 2021-0011, dated January 12, 2021 (EASA AD 2021-0011).

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report that a hook detached from the hoist cable. The FAA is issuing this AD to address detachment of a hook from a hoist cable resulting in inflight failure of the hoist, which could result in injury to persons being lifted.

(f) Compliance

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

(g) Retained Requirements of Paragraph (e) of AD 2019-05-06, With No Changes

This paragraph restates the requirements of paragraph (e) of AD 2019-05-06, with no changes. For Model EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, and EC135T3 helicopters: Within 90 hours time-in-service (TIS) after April 17, 2019 (the effective date of AD 2019-05-06) and thereafter at intervals not to exceed 180 hours TIS:

(1) Inspect the hook assembly and determine whether the elastomeric energy absorber has taken a permanent compression set by following the Accomplishment Instructions, paragraphs 2.A and 2.B, of Goodrich Service Bulletin No. 44301-10-17, Revision 4, dated July 26, 2017 (SB 44301-10-17). If

the elastomeric energy absorber has taken a permanent compression set, replace the elastomeric energy absorber before the next hoist operation.

(2) Replace the retaining ring by following the Accomplishment Instructions, paragraphs 2.D through 2.K, of SB 44301-10-17.

(h) New Requirements

Except as specified in paragraph (i) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2021-0011.

(i) Exceptions to EASA AD 2021-0011

(1) Where EASA AD 2021-0011 refers to its effective date, this AD requires using the effective date of this AD.

(2) Paragraphs (1) and (2) of EASA AD 2021-0011 do not apply to this AD. The equivalent FAA requirements are specified in paragraph (g) of this AD.

(3) The "Remarks" section of EASA AD 2021-0011 does not apply to this AD.

(4) Where the service information referenced in EASA AD 2021-0011 specifies to discard certain parts, this AD requires removing those parts from service.

(5) Where paragraph (3) of EASA AD 2021-0011 specifies a method of accomplishment of certain actions, this AD requires replacing the text "modify the affected hoist in accordance with the instructions of the modification ASB," with "modify the affected hoist in accordance with paragraphs 3.B.1 and 3.B.2 of the Accomplishment Instructions of the modification ASB."

(6) Where the service information referenced in EASA AD 2021-0011 specifies to use tooling, equivalent tooling may be used.

(7) Accomplishing the modification specified in paragraph (3) of EASA AD 2021-0011 or the replacement specified in paragraph (4) of EASA AD 2021-0011 terminates the repetitive actions required by paragraph (g) of this AD.

(8) Where paragraph (6) of EASA AD 2021-0011 refers to October 25, 2017 (the effective date of EASA AD 2017-0199), this AD requires using the effective date of this AD; and where paragraph (6) of EASA AD 2021-0011 specified to do actions "as required by paragraph (1) of this [EASA] AD," for this AD, do the actions required by paragraph (g) of this AD.

(9) Paragraph (7) of EASA AD 2021-0011 does not apply to this AD. For this AD, for helicopters that do not have an affected hoist identified in paragraph (c) of this AD installed: As of the effective date of this AD, do not install an affected hoist identified in paragraph (c) of this AD on any helicopter.

(j) 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 required actions can be done to the helicopter (if the operator elects to do so), provided the hoist is not used.

(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)(2) 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) Airbus Helicopters Alert Service Bulletin No. ASB EC135-85A-069, Revision 0, dated August 2, 2017, which is not incorporated by reference, contains additional information about the actions specified in paragraph (g) of this AD. To obtain a copy of this service information, contact Airbus Helicopters using the information in paragraph (m)(6) of this AD. You may view a copy of this service information at the FAA using the information in paragraph (m)(7) of this AD.

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

(m) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on December 10, 2021.

(i) European Union Aviation Safety Agency (EASA) AD 2021-0011, dated January 12, 2021.

(ii) [Reserved]

(4) The following service information was approved for IBR on April 17, 2019 (84 FR 8961, March 13, 2019).

(i) Goodrich Service Bulletin No. 44301-10-17, Revision 4, dated July 26, 2017.

Note 1 to paragraph (m)(4)(i): Goodrich Service Bulletin No. 44301-10-17, Revision 4, dated July 26, 2017, is attached to Airbus Helicopters Alert Service Bulletin No. EC135-85A-069, Revision 0, dated August 2, 2017, which is not incorporated by reference in this AD.

(ii) [Reserved]

(5) For EASA AD 2021-0011, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: ADs@easa.europa.eu; internet: www.easa.europa.eu. You may find this EASA AD on the EASA website at https://ad.easa.europa.eu.

(6) For Goodrich service information identified in this AD, contact Airbus Helicopters, 2701 N Forum Drive, Grand Prairie, TX 75052; phone: (972) 641-0000 or (800) 232-0323; fax: (972) 641-3775; or at https://www.airbus.com/helicopters/services/support.html.

(7) 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-2021-0611.

(8) 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 27, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-24154 Filed 11-4-21; 8:45 am]

2021-21-03 Leonardo S.p.a.: Amendment 39-21763; Docket No. FAA-2021-0659; Project Identifier 2018-SW-112-AD.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Leonardo S.p.a. Model A109A, A109A II, A109C, A109E, A109K2, A109S, AW109SP, A119, and AW119 MKII helicopters, certificated in any category, with an affected part as identified in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2018-0280, dated December 17, 2018 (EASA AD 2018-0280).

(d) Subject

Joint Aircraft Service Component (JASC) Codes: 6700, Rotorcraft Flight Control; 6730, Rotorcraft Servo System.

(e) Unsafe Condition

This AD was prompted by a report of damage to a rigid connecting link (rod), and loosening of the nut on the upper rod end. The FAA is issuing this AD to address damage to the rod, and loosening of the nut on the upper rod end. The unsafe condition, if not addressed, could result in failure of the rod, possibly resulting in reduced control of the helicopter.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2018-0280.

(h) Exceptions to EASA AD 2018-0280

(1) Where EASA AD 2018-0280 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(2) Where EASA AD 2018-0280 requires compliance from its effective date, this AD requires using the effective date of this AD.

(3) Where EASA AD 2018-0280 specifies action if "any discrepancy" is found, for this AD, discrepancies include damage, cracks, and evidence of abnormal play.

(4) Where the service information specified in EASA AD 2018-0280 specifies to "replace the damaged connecting link", for this AD, if any damage or cracks are found, remove the rod from service.

(5) Where the service information specified in EASA AD 2018-0280 specifies to "contact Leonardo Helicopters" if abnormal play is detected, for this AD if any abnormal play is detected, corrective action must be accomplished using a method approved by the Manager, International Validation Branch, FAA; or EASA; or Leonardo S.p.a.'s EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(6) Where EASA AD 2018-0280 requires reporting inspection results to Leonardo S.p.a. within 14 days after the effective date of EASA AD 2018-0280, this AD requires reporting inspection results at the applicable time in paragraph (h)(6)(i) or (ii) of this AD.

(i) If the inspection was done on or after the effective date of this AD: Submit the report within 14 days after the inspection.

(ii) If the inspection was done before the effective date of this AD: Submit the report within 14 days after the effective date of this AD.

(7) This AD does not require the "Remarks" section of EASA AD 2018-0280.

(i) Special Flight Permit

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

(j) Alternative Methods of Compliance (AMOCs)

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

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

(k) Related Information

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

(l) Material Incorporated by Reference

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

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

(i) European Aviation Safety Agency (EASA) AD 2018-0280, dated December 17, 2018.

(ii) [Reserved]

(3) For EASA AD 2018-0280, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: ADs@easa.europa.eu; Internet: www.easa.europa.eu. You may find this EASA AD on the EASA website at https://ad.easa.europa.eu.

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call 817-222-5110. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2021-0659.

(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 30, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-24151 Filed 11-4-21; 8:45 am]

2021-21-08 Leonardo S.p.a.: Amendment 39-21768; Docket No. FAA-2021-0671; Project Identifier 2019-SW-036-AD.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Leonardo S.p.a. Model AB139 and AW139 helicopters, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2019-0073, dated March 28, 2019 (EASA AD 2019-0073).

(d) Subject

Joint Aircraft Service Component (JASC) Codes: 3097, Ice/Rain Protection System Wiring; 6410, Tail Rotor Blades.

(e) Unsafe Condition

This AD was prompted by a report of damage (burns) on the tail rotor blades (TRBs). The FAA is issuing this AD to address damage (burns) on the TRBs. The unsafe condition, if not addressed, could result in loss of a TRB, possibly resulting in reduced control of the helicopter.

(f) Compliance

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

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 2019-0073.

(h) Exceptions to EASA AD 2019-0073

(1) Where EASA AD 2019-0073 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(2) Where EASA AD 2019-0073 refers to its effective date, this AD requires using the effective date of this AD.

(3) Where the service information required by EASA AD 2019-0073 specifies returning a part to the manufacturer, this AD does not include that requirement.

(4) This AD does not require the "Remarks" section of EASA AD 2019-0073.

(5) Where paragraph (2) of EASA AD 2019-0073 specifies to replace if there are burn signs or other damage, for this AD, other damage is defined as being consistent with wire overheat (e.g., possible melted or exposed wires).

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2019-0073 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Special Flight Permit

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

(k) Alternative Methods of Compliance (AMOCs)

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

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

(l) Related Information

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

(m) Material Incorporated by Reference

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

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

(i) European Union Aviation Safety Agency (EASA) AD 2019-0073, dated March 28, 2019.

(ii) [Reserved]

(3) For EASA AD 2019-0073, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: ADs@easa.europa.eu; Internet: www.easa.europa.eu. You may find this EASA AD on the EASA website at https://ad.easa.europa.eu.

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call 817-222-5110. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2021-0671.

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

Issued on October 7, 2021.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2021-24153 Filed 11-4-21; 8:45 am]

2021-21-10 Pacific Aerospace Limited: Amendment 39-21770; Docket No. FAA-2021-0603; Project Identifier 2019-CE-006-AD.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pacific Aerospace Limited Model 750XL airplanes, serial numbers 100 through 205, 207 through 213, and 8001, 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 chafing damage in the port wing skin caused by the fuel system finger filters. The FAA is issuing this AD to detect and correct chafing in the left hand (LH) wing leading edge tank skin, which if not detected and corrected, could result in a port wing fuel leak and lead to engine failure or 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, modify the LH inspection panel assembly and inspect the LH wing and fuel tank for chafing, and then, before further flight, repair any chafing and install the panels in accordance with the Accomplishment Instructions in Pacific Aerospace Limited Mandatory Service Bulletin PACSB/XL/099, 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/34, effective date 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-2021-0603.

(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 Limited Mandatory Service Bulletin PACSB/XL/099, 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 October 8, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-24084 Filed 11-4-21; 8:45 am]

2021-21-11 Pacific Aerospace Limited: Amendment 39-21771; Docket No. FAA-2021-0604; Project Identifier 2019-CE-007-AD.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pacific Aerospace Limited Model 750XL airplanes, serial numbers 101 through 215, 220, 8001, and 8002, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 7100, Power Plant 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 insufficient clearance between the engine mount, the Beta control rod, and the inter-turbine temperature (ITT) sensing probe that could lead to chafing damage. The FAA is issuing this AD to prevent damage to the engine mount, temperature probe, and the reversing cable. The unsafe condition, if not addressed, could result in chafing damage to the ITT system and binding of the Beta control rod.

(f) Actions and Compliance

(1) Unless already done, within 165 hours time-in-service after the effective date of this AD, inspect the engine mount, the temperature probe, and the reversing cable for damage, and, before further flight, take all necessary corrective actions and install anti-chafing blade tape onto the engine mount tube by following the Accomplishment Instructions in Pacific Aerospace Limited Mandatory Service Bulletin PACSB/XL/102, Issue 2, dated November 5, 2018.

(2) Where the service information states to contact Pacific Aerospace Limited if chafing or any damage is present on an engine mount, temperature probe, or reversing cable, this AD requires instead that you contact the Civil Aviation Authority (CAA) of New Zealand at the contact information in paragraph (i)(3) of this AD.

(g) 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 (h)(1) of this AD or by email at: 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.

(h) 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 CAA of New Zealand AD No. DCA/750XL/35, effective date 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-2021-0604.

(i) 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 Limited Mandatory Service Bulletin PACSB/XL/102, Issue 2, dated November 5, 2018.

(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 October 8, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-24085 Filed 11-4-21; 8:45 am]

2021-22-07 Umlaut Engineering GmbH (previously P3 Engineering GmbH) HAFEX (Halon-free) Hand-Held Fire Extinguishers: Amendment 39-21780; Docket No. FAA-2021-0882; Project Identifier MCAI-2021-00929-Q.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Umlaut Engineering GmbH (previously P3 Engineering GmbH) HAFEX (Halon-free) hand-held fire extinguisher (fire extinguisher) part numbers (P/Ns) P3APP003010A, P3APP003010B, and P3APP003010C. An affected fire extinguisher may be installed on, but not limited to, the following aircraft, certificated in any category:

Note 1 to the introductory text of paragraph (c): According to Umlaut service information, the fire extinguisher P/N is on the RFID label located on the lever of the fire extinguisher.

(1) Airbus SAS Model A318 series, A319 series, A320 series, A321 series, A330-200 series, A330-200 freighter series, A330-300 series, A330-800 series, A330-900 series, A340-200 series, A340-300 series, A340-500 series, A340-600 series, and A350-941, AS350-1041, A380-841, A380-842, and A380-861 airplanes;

(2) Airbus Helicopters Model AS332C, AS332C1, AS332L, AS332L1, AS332L2, AS-365N2, AS 365 N3, EC 155B, EC155B1, EC225LP, SA330J, SA-365C, SA-365C1, SA-365C2, SA-365N, SA-365N1, and SA-366G1 helicopters;

(3) Airbus Helicopters Deutschland GmbH (AHD) Model EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1 EC135T2, EC135T2+, EC135T3, 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, MBB-BK 117 C-1, MBB-BK 117 C-2, MBB-BK 117 D-2, and MBB-BK 117 D-3 helicopters;

Note 2 to paragraph (c)(3): Helicopters with an EC135P3H designation are Model EC135P3 helicopters; and helicopters with an MBB-BK 117C-2e designation are Model MBB-BK 117C-2 helicopters.

(4) ATR–GIE Avions de Transport Régional Model ATR42-200, ATR42-300, ATR42-320, ATR42-500, ATR72-101, ATR72-102, ATR72-201, ATR72-202, ATR72-211, ATR72-212, and ATR72-212A airplanes;

(5) Leonardo S.p.a. Model AB139, AB412, AB412 EP, AW139, AW169, and AW189 helicopters; and

(6) PZL Swidnik S.A. Model PZL W-3A helicopters.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 2622, Fire Bottle, Portable.

(e) Unsafe Condition

This AD defines the unsafe condition as an impaired fire extinguisher, which could prevent proper extinguishing of a fire in the cabin or cockpit, and result in subsequent damage to the aircraft and injury to the occupants.

(f) Compliance

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

(g) Required Actions

(1) Within 30 days after the effective date of this AD and thereafter at intervals not to exceed 6 months:

(i) Inspect each fire extinguisher identified in the introductory paragraph of paragraph (c) of this AD by following the Accomplishment Instructions, paragraph 3.2.C., steps 1. through 5. (but not steps 5.a. and b.), of Umlaut Vender Service Bulletin (VSB) Doc. No. P3VSB000003, Issue C, dated August 3, 2021 (P3VSB000003, Issue C).

(ii) If the safety pin does not touch the valve head (there is a gap), continue to inspect the fire extinguisher by following the Accomplishment Instructions, paragraph 3.2.C., steps 6. through 8. (but not steps 8.a. and b.), of P3VSB000003, Issue C.

(iii) If the lever moves back up into its previous position on its own (there is a gap), before further flight, remove the fire extinguisher from service.

(2) As of the effective date of this AD, for a fire extinguisher identified in the introductory text of paragraph (c) of this AD, installed on any aircraft that has not been in operation for 30 or more consecutive days, or if it cannot be determined how long an aircraft has not been in operation, before further flight, and thereafter at intervals not to exceed 6 months, accomplish the actions required by paragraphs (g)(1)(i) through (iii) of this AD. For purposes of this AD, an engine run-up does not count as aircraft operation.

(3) As of the effective date of this AD, do not install as a replacement part or as an original installation a fire extinguisher identified in the introductory text of paragraph (c) of this AD on any aircraft, unless the actions required by paragraphs (g)(1)(i) through (iii) of this AD have been accomplished.

(h) Credit for Previous Actions

This paragraph provides credit for the initial instance of the actions required by paragraph (g)(1) of this AD if those actions were accomplished before the effective date of this AD using Umlaut VSB Doc. No. P3VSB000003, Issue A, dated May 10, 2021, or Umlaut VSB Doc. No. P3VSB000003, Issue B, dated July 14, 2021.

(i) Special Flight Permits

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

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the International Validation Branch,

send it to the attention of the person identified in paragraph (k)(1) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@faa.gov.

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

(k) Related Information

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

(2) Umlaut VSB Doc. No. P3VSB000003, Issue A, dated May 10, 2021, and Issue B, dated July 14, 2021, which are not incorporated by reference, contain additional information about the subject of this AD. This service information is available at the contact information specified in paragraphs (l)(3) and (4) of this AD.

(3) The subject of this AD is addressed in European Union Aviation Safety Agency (EASA) AD 2021-0185R1, dated August 11, 2021. You may view the EASA AD at https://www.regulations.gov in Docket No. FAA-2021-0882.

(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) Umlaut Vendor Service Bulletin Doc. No. P3VSB000003, Issue C, dated August 3, 2021.

(ii) [Reserved]

(3) For Umlaut service information identified in this AD, contact Umlaut Engineering GmbH, Blohmstrasse 12, 21079 Hamburg, Germany; telephone: +49 (0) 551-19240; email: hafex@umlaut.com; or web: https://www.umlaut.com/hafex.

(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 October 15, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-24008 Filed 10-29-21; 4:15 pm]

2021-22-12 Honda Aircraft Company LLC: Amendment 39-21785; Docket No. FAA-2021-0884; Project Identifier AD-2021-00998-A.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Honda Aircraft Company LLC Model HA-420 airplanes, serial numbers 42000153 through 42000158 and 42000160 through 42000206, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 2752, Trailing Edge Flap Actuator.

(e) Unsafe Condition

This AD was prompted by a report that the flap pushrod assemblies are susceptible to corrosion. The FAA is issuing this AD to prevent failure of the flap control pushrod. The unsafe condition, if not addressed, could result in uncontrolled and un-annunciated flap asymmetry with consequent loss of control of the airplane.

(f) Compliance

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

(g) Required Actions

(1) Within 90 days after the effective date of this AD or 18 months after issuance of the first standard certificate of airworthiness, whichever occurs later: Remove, clean, apply corrosion inhibiting compound (CIC) to, and reinstall the left and right inboard and outboard flap pushrod assemblies by following steps 3.0(3) through 3.0(6) of the Accomplishment Instructions in Honda Aircraft Company Service Bulletin No. SB-420-27-008, dated August 31, 2021.

(2) Within 90 days or 300 hours time-in-service (TIS), whichever occurs first after accomplishing the actions required by paragraph (g)(1) of this AD, and thereafter at intervals not to exceed 90 days or 300 hours TIS, whichever occurs first: Reapply CIC by following step 3.0(5)(a) through (c) of the Accomplishment Instructions in Honda Aircraft Company Service Bulletin No. SB-420-27-008, dated August 31, 2021.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Atlanta ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (j) 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.

(3) For service information that contains steps that are labeled as Required for Compliance (RC), the following provisions apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

(ii) Steps not labeled as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

(j) Related Information

For more information about this AD, contact Samuel Kovitch, Aviation Safety Engineer, Atlanta ACO Branch, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: (404) 474-5570; email: samuel.kovitch@faa.gov.

(k) Material Incorporated by Reference

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

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

(i) Honda Aircraft Company Service Bulletin No. SB-420-27-008, dated August 31, 2021.

(ii) [Reserved]

(3) For Honda Aircraft Company LLC service information identified in this AD, contact Honda Aircraft Company LLC, 6430 Ballinger Road, Greensboro, NC 27410; phone: (336) 662-0246; website: https://www.hondajet.com.

(4) You may view this 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.

(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 October 15, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-24097 Filed 11-3-21; 8:45 am]

2021-22-13 Leonardo S.p.a.: Amendment 39-21786; Docket No. FAA-2021-0885.; Project Identifier MCAI-2021-00966-R.

(a) Effective Date

This airworthiness directive (AD) becomes effective November 17, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Leonardo S.p.a. Model AB139 and AW139 helicopters, certificated in any category, equipped with a Breeze external hoist assembly, having part number (P/N) P/N 3G2591V00331 (Breeze P/N BL-20200-421), P/N 3G2591V02931 (Breeze P/N BLH-20200-431-1), P/N 3G2591V02932 (Breeze P/N BLH-20200-431-2), or P/N 3G2591V01431 (Breeze P/N BL-20200-422), that has not passed a rated load check (RTC) in accordance with Breeze Flight Line Operation and Maintenance Manual TD-03-008, TD-08-002 or TD-03-009 as applicable, or the Accomplishment Instructions of Leonardo Emergency Alert Service Bulletin 139-679, dated August 5, 2021 (ASB 139-679), or Annex 1 of Leonardo S.p.A. AW139 Temporary Maintenance Instruction (TMI) 139-546, dated August 2, 2021, after performing the following actions:

(1) Replacement of the hoist cable (Breeze P/N BL-6260 or P/N BL-9149-8, as applicable), or

(2) Installation of a hoist assembly that has been in storage for more than 12 consecutive months.

(d) Subject

Joint Aircraft System Component (JASC) Code: 2550, Cargo Compartments.

(e) Unsafe Condition

This AD was prompted by the determination that the requirement to accomplish an RTC on certain hoist assemblies may have been inadvertently left out of some aircraft maintenance publications. The FAA is issuing this AD to address failure of the hoist assembly. This condition could result in loss of external human cargo during hoist operations.

(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 2021-0186R1, dated August 18, 2021 and corrected August 23, 2021 (EASA AD 2021-0186R1).

(h) Exceptions to EASA AD 2021-0186R1

(1) Where EASA AD 2021-0186R1 refers to August 10, 2021 (the effective date of EASA AD 2021-0186-E at original issue), this AD requires using the effective date of this AD.

(2) This AD does not mandate the "Remarks" section of EASA AD 2021-0186R1.

(3) Where paragraph (2) of EASA AD 2021-0186R1 specifies to contact Leonardo S.p.a. for approved corrective action instructions, for this AD, if any discrepancy is detected during the RTC, the corrective actions must be accomplished before next hoist operation using a method to be approved by the Manager, General Aviation and Rotorcraft Section, International Validation Branch, FAA; or EASA; or Leonardo S.p.a. Helicopters' EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

Note 1 to paragraph (h)(3): Discrepancies are noted in steps 2 and 3 of Annex A of ASB 139-679.

(j) No Reporting Requirement

Although the service information referenced in EASA AD 2021-0186R1 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(k) 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 external hoist assembly is not used until the RTC and any applicable corrective actions specified in paragraphs (1) through (3) of EASA AD 2021-0186R1 have been accomplished.

(l) 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 (m)(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.

(m) 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.

(n) Material Incorporated by Reference

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

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

(i) European Union Aviation Safety Agency (EASA) AD 2021-0186R1, dated August 18, 2021 and corrected August 23, 2021.

(ii) [Reserved]

(3) For EASA AD 2021-0186R1, 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-2021-0885.

(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 October 15, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-23896 Filed 10-28-21; 4:15 pm]

2021-22-20 Austro Engine GmbH Engines: Amendment 39-21793; Docket No. FAA-2021-0946; Project Identifier MCAI-2021-01020-E.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Austro Engine GmbH E4 and E4P model diesel piston engines equipped with either:

(1) A cylinder head having part number (P/N) E4A-12-500-000 (affected cylinder head), or

(2) A high-pressure pump (HPP) driving gear, having P/N E4A-30-000-201, with a serial number (S/N) listed in Chapter 1.4, Table 1 of Austro Engine Mandatory Service Bulletin No. MSB-E4-034/3, Revision No. 3, dated September 30, 2021 (MSB-E4-034/3) (affected HPP driving gear).

(d) Subject

Joint Aircraft System Component (JASC) Code 8520, Reciprocating Engine Power Section.

(e) Unsafe Condition

This AD was prompted by reports of failure of the HPP driving gear and a subsequent investigation by the manufacturer, which determined that a certain batch of HPP driving gears may have been damaged during assembly. The investigation also determined that affected engines equipped with an affected cylinder head were also subject to premature failure of the HPP driving gear. The FAA is issuing this AD to prevent the failure of the HPP driving gear. The unsafe condition, if not addressed, could result in in-flight engine shut-down, forced landing, and damage to the airplane.

(f) Compliance

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

(g) Required Actions

(1) For engines with an affected cylinder head, before further flight after the effective date of this AD, perform all actions in the Accomplishment/Instructions, paragraph 2.1., of Austro Engine Mandatory Service Bulletin No. MSB-E4-035/1, Revision No. 1, dated September 30, 2021 (MSB-E4-035/1).

(2) If, during the performance of the actions required by paragraph (g)(1) of this AD, the HPP driving gear does not pass the inspection, as specified in paragraph 2.1. of Austro Engine MSB-E4-035/1, before further flight, replace the HPP driving gear with a part eligible for installation.

(3) For engines equipped with an affected HPP driving gear, within the compliance time specified in Table 1 to paragraph (g)(3) of this AD, as applicable, replace each affected HPP driving gear with a part eligible for installation.

Table 1 to Paragraph (g)(3) – HPP Driving Gear Replacement

Engine Group	Flight Hours (FHs) accumulated on the HPP since new	Compliance Time
1	40 FHs or more	Before next flight after the effective date of this AD
	Less than 40 FHs	Before exceeding 40 FHs since new
2	80 FHs or more	Before next flight after the effective date of this AD
	Less than 80 FHs	Before exceeding 80 FHs since new

(h) Definitions

(1) For the purpose of this AD, a part eligible for installation is an HPP driving gear that is not an affected HPP driving gear.

(2) For the purpose of this AD, engines in Engine Group 1 are Model E4 engines in configuration “-A” installed on single engine airplanes.

(3) For the purpose of this AD, engines in Engine Group 2 are Model E4 engines in configuration “-B” or “-C” and Model E4P engines installed on twin-engine airplanes.

(i) Special Flight Permit

A special flight permit may be issued in accordance with 14 CFR 21.197 and 21.199 to permit a single ferry flight to a location where the actions required by this AD can be accomplished on a twin-engine airplane that has one or two Model E4 engines in configuration “-B” or “-C”, or Model E4P engines, installed.

(j) Non-Required Actions

The requirements to fill out and send the execution report to Austro Engine, as well as the requirement to contact Austro Engine and provide pictures of the driving gear, as set forth in the Accomplishment/Instructions, paragraph 2.1., of MSB-E4-035/1, are not required by this AD.

(k) Alternative Methods of Compliance (AMOCs)

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

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

(l) Related Information

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

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2021-0203R1, dated September 24, 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-2021-0946.

(m) Material Incorporated by Reference

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

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

(i) Austro Engine Mandatory Service Bulletin (MSB) No. MSB-E4-035/1, Revision No. 1, dated September 30, 2021.

(ii) Austro Engine MSB No. MSB-E4-034/3, Revision No. 3, dated September 30, 2021.

(3) For Austro Engine service information identified in this AD, you may contact Austro Engine GmbH, Rudolf-Diesel-Strasse 11, 2700 Weiner Neustadt, Austria; phone: +43 2622 23000; website: www.austroengine.at.

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

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

Issued on October 27, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-23842 Filed 10-28-21; 11:15 am]

2021-22-22 Costruzioni Aeronautiche Tecnam S.P.A.: Amendment 39-21795; Docket No. FAA-2021-0700; Project Identifier 2019-CE-017-AD.

(a) Effective Date

This airworthiness directive (AD) is effective December 3, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Costruzioni Aeronautiche Tecnam S.P.A. Model P2006T airplanes, all serial numbers, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 3220, Nose/Tail Landing Gear.

(e) Unsafe Condition

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and address an unsafe condition on an aviation product. The MCAI describes the unsafe condition as a manufacturing defect in the nose landing gear (NLG) piston tube. The unsafe condition, if not addressed, could result in failure of the NLG upon or after landing.

(f) Compliance

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

(g) Required Actions

(1) For airplanes with an NLG piston tube part number (P/N) 26-8-1408-1 installed and not marked “rev. F00”: Within 50 hours time-in-service after the effective date of this AD or within 2 months after the effective date of this AD, whichever occurs first, replace any P/N 26-8-1408-1 NLG piston tube with an improved part by installing NLG piston tube kit number SB 288-1.

(2) As of the effective date of this AD, do not install an NLG piston tube P/N 26-8-1408-1 on any airplane unless it is marked “rev. F00.”

(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 (j)(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.

(j) 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 Union Aviation Safety Agency (EASA) AD 2019-0043, dated March 6, 2019, for more information. You may examine the EASA AD in the AD docket at https://www.regulations.gov by searching for and locating Docket No. FAA-2021-0700.

(3) For service information identified in this AD, contact Costruzioni Aeronautiche Tecnam S.P.A, Via S. D'acquisto 62, 80042 Boscotrecase (NA), Italy; phone: +39 0823 620134; fax: +39 0823 622899; email: airworthiness@tecnam.com; website: https://www.tecnam.com/us/support/. You may review 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.

(k) Material Incorporated by Reference

None.

Issued on October 22, 2021.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2021-23516 Filed 10-28-21; 8:45 am]