FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

SMALL AIRPLANES, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2021-26

12/6/2021 - 12/19/2021

Federal Aviation Administration
Continued Operational Safety Policy Section, AIR-141
P.O. Box 25082
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AD No.	Information	Manufacturer	Applicability

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

Biweekly 2021-01

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

Biweekly 2021-02

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

Biweekly 2021-03

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

Biweekly 2021-04

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

Biweekly 2021-05

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

Biweekly 2021-06

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

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

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Biweekly 2021-10

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

Biweekly 2021-11

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

Biweekly 2021-12

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

Biweekly 2021-13

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

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2021-13-07		GE Aviation Czech s.r.o	M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, and M601F
Biweekly 2021-14			
2021-11-25		Airbus Helicopters	AS350B3 and EC130T2
2021-12-08		Airbus Helicopters Deutschland GmbH	MBB-BK 117 D-2
2021-12-09		Airbus Helicopters Deutschland GmbH	MBB-BK 117 D-2
2021-12-16		Airbus Helicopters Deutschland GmbH	MBB-BK117 C-2 and MBB-BK117 D-2
2021-13-01		Leonardo S.p.a.	AB139 and AW139; AW189
2021-13-15		Bell Textron Canada Limited	429
2021-13-21		Leonardo S.p.a.	AB139, AW139, and AW189
Biweekly 2021-15			
2021-13-03		Safran Helicopter Engines, S.A.	Arriel 2B, 2B1, 2C, 2C1, 2C2, 2S1 and 2S2
2021-13-04		Airbus Helicopters	AS332C, AS332C1, AS332L, and AS332L1
2021-13-05		Airbus Helicopters Deutschland GmbH	EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, and EC135T3
2021-13-08		Safran Helicopter Engines, S.A.	Arriel 2C and Arriel 2S1g
2021-13-09		Airbus Helicopters	SA330J
2021-13-14		Airbus Helicopters Deutschland GmbH	BO-105A, BO-105C, BO-105S, and BO-105LS A-3
2021-13-17	R 2017-17-01	Airbus Helicopters	AS332L2 and EC225LP
2021-13-19	R 2014-11-02	Airbus Helicopters	SA-365N, SA-365N1, AS-365N2, and AS 365 N3
2021-14-02		Aircraft Industries a.s.	L-420, L 410 UVP-E20, and L 410 UVP-E20 CARGO
2021-14-05		Airbus Helicopters Deutschland GmbH	MBB-BK 117 A-1, MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2, and MBB-BK 117 C-1
2021-14-07	R 2003-25-01	Airbus Helicopters	AS332C, AS332C1, AS332L, and AS332L1; AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350D, AS355E, AS355F, AS355F1, AS355F2, and AS355N
2021-14-12		True Flight Holdings LLC	AA-1, AA-1A, AA-1B, AA-1C, and AA-5
2021-14-14		Leonardo S.p.a.	AW119 MKII
2021-14-15	R 2002-08-16	Airbus Helicopters, Eurocopter France	SA341G and SA342J; SA-360C
2021-15-51	E	Bell Textron Inc.	204B, 205A, 205A-1, 205B, and 212
2021-15-52	E	Various Manufactures	HH-1K; TH-1F; TH-1L; UH-1A; UH-1B; UH-1E; UH-1F; UH-1H; UH-1H; UH-1L; UH-1P
Biweekly 2021-16			
2021-11-10		Airbus Helicopters	SA-365N, SA-365N1, AS-365N2, and AS 365 N3
2021-13-13		Leonardo S.p.a.	AW189
2021-14-16		Airbus Helicopters	SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1
2021-14-18	R 2011-18-52	Leonardo S.p.a.	AB139 and AW139
2021-15-06		Bell Textron Canada Limited	206A, 206B, 206L, 206L-1, 206L-3, 206L-4
2021-15-09		Leonardo S.p.a.	AB139 and AW139
2021-15-14		Various Restricted Category Helicopters	TH-1F, TH-1L, UH-1A, UH-1B, UH-1E, UH-1F, UH-1H, UH-1L, UH-1P
2021-15-52		Various Restricted Category Helicopters	TH-1F, TH-1L, UH-1A, UH-1B, UH-1E, UH-1F, UH-1H, UH-1L, UH-1P
Biweekly 2021-17			
2021-15-12		Pratt & Whitney Canada Corp.	PW210A and PW210S
2021-15-51		Bell Textron Inc.	204B, 205A, 205A-1, 205B, and 212
2021-16-20		PZL Swidnik S.A.	PZL W-3A
2021-17-01		Austro Engine GmbH	E4 and E4P
Biweekly 2021-18			
2021-15-10		GE Aviation Czech s.r.o.	H75-200, H80-100, and H80-200

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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

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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

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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

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2021-05-02R1	A 2021-05-02	Airbus Helicopters	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, and AS350D; AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP; EC130B4 and EC130T2
2021-21-06		Hélicoptères Guimbal	Cabri G2
2021-22-03		Diamond Aircraft Industries GmbH	DA 42, DA 42 NG, and DA 42 M-NG
2021-22-09		Leonardo S.p.a.	AW189
2021-22-10		Leonardo S.p.a.	A109E
2021-24-10	R 2021-09-04	Austro Engine GmbH	E4 and E4P

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2021-22-02		Leonardo S.p.a.	AB139 and AW139
2021-22-05		Leonardo S.p.a.	A119 and AW119 MKII
2021-22-15		Airbus Helicopters	AS332L2 and EC225LP
2021-22-16		Airbus Helicopters	EC 155B and EC155B1
2021-22-21		ASI Aviation	F406
2021-24-06		Airbus Helicopters	EC130T2
2021-24-09		Bell Textron Canada Limited	430

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2021-22-08		Hélicoptères Guimbal	Cabri G2
2021-23-04		Leonardo S.p.a.	A109E
2021-23-09	R 2015-16-07 R1	ASI Aviation	F406

AD No.	Information	Manufacturer	Applicability

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

2021-23-10		Leonardo S.p.a	AW109SP
2021-23-12		Transport and Commuter Category Airplanes	Various Models
2021-23-13		Various Helicopters	Various Models
2021-23-16		Pacific Aerospace Limited	750XL
2021-23-17	R 2020-25-05	Hoffmann GmbH & Co. KG	HO-V 72
2021-23-18		Airbus Helicopters Deutschland GmbH	MBB-BK 117 D-2
2021-23-19		Pacific Aerospace Limited	750XL
2021-23-22		Leonardo S.p.a.	AB139 and AW139
2021-24-01		Pilatus Aircraft Ltd.	PC-12/45, PC-12/47, and PC-12/47E
2021-24-03		Airbus Helicopters	AS355NP
2021-24-04		Bell Textron Canada Limited	505
2021-24-05		Airbus Helicopters Deutschland GmbH	EC135P2+, EC135P3, EC135T2+, and EC135T3
2021-24-08	R 2021-04-21	Airbus Helicopters	EC120B
2021-24-11		Leonardo S.p.a.	A109E, A109S, and AW109SP
2021-24-13		Daher Aerospace	TBM 700
2021-24-15		Bell Textron Canada Limited	206L-1 and Model 206L-3; 206 L-4
2021-24-16		Daher Aeropsace	TB 20 and TB 21
2021-24-17		Airbus Helicopters Deutschland GmbH	EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, and EC135T3
2021-26-01		Bell Textron Canada Limited	505
2021-26-09		Brantly Helicopters Industries U.S.A. Co., Ltd., and Brantly International, Inc.	305; B-2, B-2A, and B-2B

2021-22-08 Hélicoptères Guimbal: Amendment 39-21781; Docket No. FAA-2021-0688; Project Identifier 2019-SW-025-AD.

(a) Effective Date

This airworthiness directive (AD) is effective January 13, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Hélicoptères Guimbal (HG) Model Cabri G2 helicopters, certificated in any category.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 7100, Powerplant System.

(e) Unsafe Condition

This AD was prompted by a notification of certain parts remaining in service beyond their fatigue life or beyond maintenance intervals required by the certification maintenance requirements (CMRs) of the Instructions for Continued Airworthiness. The FAA is issuing this AD to prevent failure of a part, which could result in loss of control of the helicopter.

(f) Compliance

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

(g) Required Actions

(1) Before further flight after the effective date of this AD, remove from service any part that has reached or exceeded its life limit, as specified in paragraphs (g)(1)(i) through (iii) of this AD, and thereafter remove from service any part on or before each part reaches its life limit:

(i) The life limit for cooling fan front flange part number (P/N) G52-02-200 mounted on pulley (12 screws) P/N G52-10-100 or G52-10-101; and cooling fan front flange P/N G52-02-201 mounted or having been mounted on pulley (12 screws) P/N G52-10-100 or G52-10-101, installed on cooling fan P/N G52-00-001 or G52-00-002; is 2,200 total hours time-in-service (TIS).

(ii) The life limit for cooling fan front flange P/N G52-02-201 mounted on pulley (24 screws) P/N G52-10-102 and having never been mounted on pulley (12 screws) P/N G52-10-100 or G52-10-101, installed on cooling fan P/N G52-00-001 or G52-00-002, is 4,400 total hours TIS.

(iii) The life limit for engine pulley ball bearing P/N HG61-0790 and HG61-1944, installed on engine pulley assembly P/N G51-14-1XX, is 2,200 total hours TIS.

(2) Perform the following CMR tasks as follows:

(i) Cooling fan front flange P/N G52-02-200 mounted on pulley (12 screws) P/N G52-10-100 or G52-10-101; and cooling fan front flange P/N G52-02-201 mounted or having been mounted on pulley (12 screws) P/N G52-10-100 or G52-10-101, installed on cooling fan P/N G52-00-001, and with 500 or more total hours TIS since new as of the effective date of this AD: Within 5 hours TIS after the effective date of this AD and thereafter at intervals not to exceed 50 hours TIS, or 70 engine start-stop cycles, whichever occurs first, inspect the cooling fan front flange for a crack in accordance with Section E, Maintenance Instructions, sub section 52-A-10 Cooling Fan Inspection, paragraph c), on page E-5-53, of Guimbal France Hélicoptères Guimbal Cabri G2 Maintenance Manual (MM) and Instructions for Continued Airworthiness, J70-002–Issue 06, dated December 6, 2018 (MM J70-002 Issue 06), except where MM J70-002 Issue 06 specifies to use a torchlight, use a flashlight. If any crack is found, before further flight, remove the cooling fan front flange from service.

(ii) Cooling fan front flange P/N G52-02-200 mounted on pulley (12 screws) P/N G52-10-100 or G52-10-101; and cooling fan front flange P/N G52-02-201 mounted or having been mounted on pulley (12 screws) P/N G52-10-100 or G52-10-101, installed on cooling fan P/N G52-00-001, and with less than 500 total hours TIS since new as of the effective date of this AD: Before accumulating 500 total hours TIS since new and thereafter at intervals not to exceed 50 hours TIS, or 70 engine start-stop cycles, whichever occurs first, inspect the cooling fan front flange for a crack in accordance with Section E, Maintenance Instructions, sub section 52-A-10 Cooling Fan Inspection, paragraph c), on page E-5-53, of MM J70-002 Issue 06, except where MM J70-002 Issue 06 specifies to use a torchlight, use a flashlight. If any crack is found, before further flight, remove the cooling fan front flange from service.

(iii) Cooling fan front flange P/N G52-02-201 mounted on pulley (24 screws) P/N G52-10-102 and having never been mounted on pulley (12 screws) P/N G52-10-100 or G52-10-101, installed on cooling fan P/N G52-00-002: Before accumulating 500 total hours TIS since new and thereafter at intervals not to exceed 100 hours TIS, inspect the cooling fan front flange for a crack in accordance with Section E, Maintenance Instructions, sub section 52-A-10 Cooling Fan Inspection, paragraph c), on page E-5-53, of MM J70-002 Issue 06, except where MM J70-002 Issue 06 specifies to use a torchlight, use a flashlight. If any crack is found, before further flight, remove the cooling fan front flange from service.

(iv) For helicopters with tail boom P/N G65-00-101, G65-00-102 or G65-00-103 and subsequent installed: Before further flight after the effective date of this AD, paint or verify the tail boom upper surface in accordance with Section C, Airworthiness Limitations, sub section C-23 Tail Structure Paint, on page C-6, of MM J70-002 Issue 06, as applicable to your helicopter.

(h) Credit for Previous Actions

This paragraph provides credit for the actions specified in paragraphs (g)(2)(i) through (iii) of this AD, if those actions were performed before the effective date of this AD using Section E, Maintenance Instructions, sub section 52-A-10 Cooling Fan Inspection, paragraphs (c) and (d), of Guimbal France Hélicoptères Guimbal Cabri G2 MM and Instructions for Continued Airworthiness, J70-002 Issue–05.1, dated October 30, 2015.

(i) Alternative Methods of Compliance (AMOCs)

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

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

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

(j) Related Information

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

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

(3) The subject of this AD is addressed in European Aviation Safety Agency (now European Union Aviation Safety Agency (EASA) AD 2019-0025, dated February 4, 2019. You may view the EASA AD on the internet at https://www.regulations.gov in Docket No. FAA-2021-0688.

(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) Page C-6 of Section C, Airworthiness Limitations, of Guimbal France Hélicoptères Guimbal Cabri G2 Maintenance Manual and Instructions for Continued Airworthiness, J70-002–Issue 06, dated December 6, 2018.

(ii) Page E-5-53 of Section E, Maintenance Instructions, of Guimbal France Hélicoptères Guimbal Cabri G2 Maintenance Manual and Instructions for Continued Airworthiness, J70-002–Issue 06, dated December 6, 2018.

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

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

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

Issued on October 14, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-26543 Filed 12-8-21; 8:45 am]

2021-23-04 Leonardo S.p.a.: Amendment 39-21802; Docket No. FAA-2021-0697; Project Identifier MCAI-2020-01540-R.

(a) Effective Date

This airworthiness directive (AD) is effective January 10, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Leonardo S.p.a. Model A109E helicopters, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2020-0256, dated November 17, 2020 (EASA AD 2020-0256).

(d) Subject

Joint Aircraft Service Component (JASC) Code: 5300, Fuselage Structure.

(e) Unsafe Condition

This AD was prompted by reports of cracking in the center fuselage frame assembly in the intersection of the lateral pylon and floor spar at station (STA) 1815 on the left- and right-hand sides. The FAA is issuing this AD to address cracking in the intersection of the lateral pylon and floor spar at STA 1815 on the left- and right-hand sides, which, if not addressed, could affect the structural integrity 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 2020-0256.

(h) Exceptions to EASA AD 2020-0256

(1) Where EASA AD 2020-0256 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(2) Where EASA AD 2020-0256 AD refers to its effective date, this AD requires using the effective date of this AD.

(3) Where Figure 1 of the service information referenced in EASA AD 2020-0256 depicts the AFT bulkhead twice, for clarification, the FWD bulkhead is mislabeled as AFT and depicted on the left side of Figure 1, below 109-0320-96 POST ASSY (REF) and above FWD CAP.

(4) Where the service information referenced in EASA AD 2020-0256 specifies discarding parts, this AD requires removing those parts from service.

(5) Where paragraph (2) of EASA AD 2020-0256 or the service information referenced in EASA AD 2020-0256 specifies to contact the manufacturer for repair information, for this AD: Before further flight, do the repair 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) This AD does not mandate compliance with the "Remarks" section of EASA AD 2020-0256.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2020-0256 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Alternative Methods of Compliance (AMOCs)

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

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

(k) Related Information

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

(l) Material Incorporated by Reference

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

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

(i) European Union Aviation Safety Agency (EASA) AD 2020-0256, dated November 17, 2020.

(ii) [Reserved].

(3) For EASA AD 2020-0256, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find the EASA material on the EASA website at https://ad.easa.europa.

(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-2021-0697.

(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 26, 2021.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2021-26333 Filed 12-3-21; 8:45 am]

2021-23-09 ASI Aviation (Type Certificate Previously Held by Reims Aviation S.A.): Amendment 39-21807; Docket No. FAA-2021-0712; Project Identifier 2019-CE-018-AD.

(a) Effective Date

This airworthiness directive (AD) is effective January 10, 2022.

(b) Affected ADs

This AD replaces AD 2015-16-07 R1, Amendment 39-18328 (80 FR 72563, November 20, 2015) (AD 2015-16-07 R1).

(c) Applicability

This AD applies to ASI Aviation (type certificate previously held by Reims Aviation S.A.) Model F406 airplanes, all serial numbers, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 2700, Flight Control System.

(e) Unsafe Condition

This AD was prompted by reports of detachment of the pilot's rudder control pedal in flight. The FAA is issuing this AD to detect and correct cracking of the pilot's rudder control pedal. The unsafe condition, if not addressed, could result in detachment of the pedal with possible loss of airplane directional control.

(f) Compliance

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

(g) Definition

For the purpose of this AD, a serviceable part is:

(1) A rudder control pedal torque tube (left-hand (LH) part number (P/N) 5115260-1 or right-hand (RH) P/N 5115260-2) that has had a magnetic particle inspection by following the instructions of Part B of ASI Aviation Service Bulletin No. F406-104, Revision 1, dated December 14, 2018, and no cracks were found; or

(2) A new rudder control pedal torque tube (LH P/N 5115260-1 or RH P/N 5115260-2) that has never been installed on an airplane.

(h) Repetitive Inspections and Corrective Actions

(1) Before further flight after the effective date of this AD, and thereafter at intervals not to exceed 600 hours time-in-service (TIS), do a visual inspection and a dye or fluorescent penetrant inspection for cracks of the LH and RH rudder control pedal torque tubes by following the Accomplishment Instructions, Part A or Part AA, in ASI Aviation Service Bulletin No. F406-104, Revision 1, dated December 14, 2018.

(2) Within 100 hours TIS after the effective date of this AD, and thereafter at intervals not to exceed 2,400 hours TIS, do a magnetic particle inspection for cracks of the LH and RH rudder control pedal torque tubes by following the Accomplishment Instructions, Part B, in ASI Aviation Service Bulletin No. F406-104, Revision 1, dated December 14, 2018.

(3) If, during any inspection required by paragraph (h)(1) or (2) of this AD, any crack is detected on a rudder control pedal torque tube, you are not required to contact ASI Aviation as specified in steps A.16, AA.5, and B.4 of ASI Aviation Service Bulletin No. F406-104, Revision 1, dated December 14, 2018. Instead, before further flight, replace the rudder control pedal torque tube with a serviceable part as defined by this AD.

(i) Installation Limitation

As of the effective date of this AD, do not install a rudder control pedal torque tube P/N 5115260-1 (LH) or P/N 5115260-2 (RH) on any airplane unless it is a serviceable part as defined by this AD.

(j) 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 (k)(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.

(k) Related Information

(1) For more information about this AD, contact Gregory Johnson, Aviation Safety Engineer, International Validation Section, FAA, 901 Locust, Room 301, Kansas City, MO 64106-2641; phone: (720) 626-5462; email: gregory.johnson@faa.gov.

(2) Refer to European Aviation Safety Agency (EASA) AD 2019-0016, dated January 29, 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-2021-0712.

(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) ASI Aviation Service Bulletin No. F406-104, Revision 1, dated December 14, 2018.

(ii) [Reserved].

(3) For service information identified in this AD, contact ASI Aviation, Aérodrome de Reims Prunay, 51360 Prunay, France; telephone: +33 3 26 48 46 84; fax: +33 3 26 49 18 57; email: contact@asi-aviation.fr; website: https://asi-aviation.fr/page-Accueil.html.

(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 27, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-26329 Filed 12-3-21; 8:45 am]

2021-23-10 Leonardo S.p.a.: Amendment 39-21808; Docket No. FAA-2021-0720; Project Identifier 2019-SW-079-AD.

(a) Effective Date

This airworthiness directive (AD) is effective January 10, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Leonardo S.p.a. Model AW109SP helicopters, certificated in any category, with an affected part as identified in European Union Aviation Safety Agency (EASA) AD 2019-0213, dated August 29, 2019 (EASA AD 2019-0213).

(d) Subject

Joint Aircraft Service Component (JASC) Codes: 2913, Hydraulic Pump (Elect/Eng), Main.

(e) Unsafe Condition

This AD was prompted by reports of the ineligible installation of hydraulic pump part number (P/N) 109-0760-42-103 on Model AW109SP helicopters resulting in the applicable instructions for continued airworthiness not being available. The FAA is issuing this AD to address this unsafe condition. The unsafe condition, if not addressed, could result in failure of the hydraulic pump 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, EASA AD 2019-0213.

(h) Exceptions to EASA AD 2019-0213

(1) Where EASA AD 2019-0213 requires compliance in terms of flight hours, this AD requires using hours time-in-service (TIS).

(2) Where EASA AD 2019-0213 requires compliance from its effective date, this AD requires using the effective date of this AD.

(3) Where paragraph (2) of EASA AD 2019-0213 specifies to replace a part if any discrepancy is detected during the inspection, this AD requires removing that part from service.

(4) Where paragraph (3) of EASA AD 2019-0213 specifies to replace a part before exceeding 1,600 flight hours since first installation on a helicopter, this AD requires removing that part from service before 1,600 hours TIS since first installation on a helicopter.

(5) Where the service information required by EASA AD 2019-0213 specifies discarding the o-ring and gasket, this AD requires removing those parts from service.

(6) Where the service information required by EASA AD 2019-0213 specifies recording compliance with the service bulletin in the helicopter logbook, this AD does not include that requirement.

(7) This AD does not require the "Remarks" section of EASA AD 2019-0213.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2019-0213 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Special Flight Permit

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

(k) Alternative Methods of Compliance (AMOCs)

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

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

(l) Related Information

For more information about this AD, contact 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.

(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 this AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2019-0213, dated August 29, 2019.

(ii) [Reserved].

(3) For EASA AD 2019-0213, 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. This material may be found in the AD docket at https://www.regulations.gov by searching for and locating Docket No. FAA-2021-0720.

(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 28, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-26334 Filed 12-3-21; 8:45 am]

2021-23-12 Transport and Commuter Category Airplanes: Amendment 39-21810; Docket No. FAA-2021-0953; Project Identifier AD-2021-01169-T.

(a) Effective Date

This airworthiness directive (AD) is effective December 9, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all transport and commuter category airplanes equipped with a radio (also known as radar) altimeter. These radio altimeters are installed on various transport and commuter category airplanes including, but not limited to, the airplanes for which the design approval holder is identified in paragraphs (c)(1) through (19) of this AD.

(1) The Boeing Company
(2) Airbus SAS
(3) Bombardier Inc.
(4) Embraer S.A.
(5) Gulfstream Aerospace Corporation
(6) Gulfstream Aerospace LP
(7) Textron Aviation Inc.
(8) Pilatus Aircraft Limited
(9) Fokker Services B.V.
(10) Saab AB, Support and Services
(11) DeHavilland Aircraft of Canada Limited
(12) Airbus Canada Limited Partnership
(13) ATR-GIE Avions de Transport Régional
(14) Yaborã Ind[uacute]stria Aeronáutica S.A.
(15) MHI RJ Aviation ULC
(16) BAE Systems (Operations) Limited
(17) Lockheed Martin Corporation/Lockheed Martin Aeronautics Company
(18) Viking Air Limited
(19) Dassault Aviation

(d) Subject

Air Transport Association (ATA) of America Code 31, Indicating/Recording System; 34, Navigation.

(e) Unsafe Condition

This AD was prompted by a determination that radio altimeters cannot be relied upon to perform their intended function if they experience interference from wireless broadband operations in the 3.7-3.98 GHz frequency band (5G C-Band). The FAA is issuing this AD because radio altimeter anomalies that are undetected by the automation or pilot, particularly close to the ground (e.g., landing flare), could lead to loss of continued safe flight and landing.

(f) Compliance

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

(g) Airplane/Aircraft Flight Manual (AFM) Revision

On or before January 4, 2022: Revise the Limitations Section of the existing AFM by incorporating the limitations specified in figure 1 to paragraph (g) of this AD. This may be done by inserting a copy of this AD into the existing AFM.

Figure 1 to paragraph (g) – *AFM Revision*

(Required by AD 2021-23-12)

Radio Altimeter Flight Restrictions

When operating in U.S. airspace, the following operations requiring radio altimeter are prohibited in the presence of 5G C-Band wireless broadband interference as identified by NOTAM (NOTAMs will be issued to state the specific airports where the radio altimeter is unreliable due to the presence of 5G C-Band wireless broadband interference):

- Instrument Landing System (ILS) Instrument Approach Procedures (IAP) SA CAT I, SA CAT II, CAT II, and CAT III
- Required Navigation Performance (RNP) Procedures with Authorization Required (AR), RNP AR IAP
- Automatic Landing operations
- Manual Flight Control Guidance System operations to landing/head-up display (HUD) to touchdown operation
- Use of Enhanced Flight Vision System (EFVS) to touchdown under 14 CFR 91.176(a)

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Operational Safety 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 responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the Operational Safety Branch, send it to the attention of the person identified in paragraph (i) of this AD. Information may be emailed to: AMOC@faa.gov.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(i) Related Information

For more information about this AD, contact Brett Portwood, Continued Operational Safety Technical Advisor, COS Program Management Section, Operational Safety Branch, FAA, 3960

Paramount Boulevard, Lakewood, CA 90712-4137; phone: 817-222-5390; email: operationalsafety@faa.gov.

(j) Material Incorporated by Reference

None.

Issued on December 7, 2021.

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

[FR Doc. 2021-26777 Filed 12-7-21; 2:00 pm]

2021-23-13 Various Helicopters: Amendment 39-21811; Docket No. FAA-2021-0954; Project Identifier AD-2021-01170-R.

(a) Effective Date

This airworthiness directive (AD) is effective December 9, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all helicopters, certificated in any category, equipped with a radio (also known as radar) altimeter. These radio altimeters are installed on various helicopter models including, but not limited to, the helicopters for which the design approval holder is identified in paragraphs (c)(1) through (20) of this AD.

(1) Airbus Helicopters
(2) Airbus Helicopters Deutschland GmbH
(3) Air Space Design and Manufacturing, LLC
(4) Bell Textron Canada Limited
(5) Bell Textron Inc.
(6) Brantly International, Inc.
(7) Centerpointe Aerospace Inc.
(8) Columbia Helicopters, Inc.
(9) The Enstrom Helicopter Corporation
(10) Erickson Air-Crane Incorporated, DBA Erickson Air-Crane
(11) Helicopteres Guimbal
(12) Siam Hiller Holdings, Inc.
(13) Kaman Aerospace Corporation
(14) Leonardo S.p.a.
(15) MD Helicopters Inc.
(16) PZL Swidnik S.A.
(17) Robinson Helicopter Company
(18) Schweizer RSG LLC
(19) Scotts-Bell 47 Inc.
(20) Sikorsky Aircraft Corporation

(d) Subject

Joint Aircraft Service Component (JASC) Code: 3444, Ground Proximity System.

(e) Unsafe Condition

This AD was prompted by a determination that radio altimeters cannot be relied upon to perform their intended function if they experience interference from wireless broadband operations in the 3.7-3.98 GHz frequency band (5G C-Band). The FAA is issuing this AD because radio altimeter anomalies that are undetected by the automation or pilot, particularly close to the ground, could lead to loss of continued safe flight and landing.

(f) Compliance

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

(g) Rotorcraft Flight Manual (RFM) Revision

On or before January 4, 2022: Revise the Limitations Section of the existing RFM for your helicopter by incorporating the limitations specified in figure 1 to paragraph (g) of this AD. This may be done by inserting a copy of this AD into the existing RFM for your helicopter. 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 14 CFR 43.9(a)(1) through (4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417 or 14 CFR 135.439.

Figure 1 to paragraph (g) – *RFM Revision*

(Required by AD 2021-23-13)

Radio Altimeter Flight Restrictions

When operating in U.S. airspace, the following operations requiring radio altimeter are prohibited in the presence of 5G C-Band wireless broadband interference as identified by NOTAM (NOTAMs will be issued to state the specific areas where the radio altimeter is unreliable due to the presence of 5G C-Band wireless broadband interference):

- Performing approaches that require radio altimeter minimums for rotorcraft offshore operations. Barometric minimums must be used for these operations instead.
- Engaging hover autopilot modes that require radio altimeter data.
- Engaging Search and Rescue (SAR) autopilot modes that require radio altimeter data.
- Performing takeoffs and landings in accordance with any procedure (Category A, Category B, or by Performance Class in the Rotorcraft Flight Manual or Operations Specification) that requires the use of radio altimeter data.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Operational Safety 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 Operational Safety Branch, send it to the attention of the person identified in paragraph (i) of this AD. Information may be emailed to: 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

For more information about this AD, contact Dave Swartz, Continued Operational Safety Technical Advisor, COS Program Management Section, Operational Safety Branch, FAA, 222 W 7th Ave., M/S #14 Anchorage, AK 99513; phone: 817-222-5390; email: operationalsafety@faa.gov.

(j) Material Incorporated by Reference

None.

Issued on December 7, 2021.
Gaetano A. Sciortino,
Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2021-26779 Filed 12-7-21; 2:00 pm]

2021-23-16 Pacific Aerospace Limited: Amendment 39-21814; Docket No. FAA-2021-0711; Project Identifier 2019-CE-024-AD.

(a) Effective Date

This airworthiness directive (AD) is effective January 11, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pacific Aerospace Limited Model 750XL airplanes, serial numbers 101 through 215 inclusive, 220, 8001, and 8002, certificated in any category, that are fitted with an air conditioner and/or a standby alternator, including airplanes configured for the installation of an air conditioner and/or a standby alternator, as shown in Figure 1 of Part A in Pacific Aerospace Mandatory Service Bulletin PACSB/XL/113, Issue 2, dated March 8, 2019 (MSB PACSB/XL/113, Issue 2).

(d) Subject

Joint Aircraft System Component (JASC) Code 2820, Aircraft Fuel Distribution, and 2497, Electrical Power System Wiring.

(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 of the engine fuel feed line hoses. The FAA is issuing this AD to prevent chafing of the engine fuel feed line hoses with electrical wiring and the ignition exciter located forward of the engine firewall. The unsafe condition, if not addressed, could result in a fuel leak and fire.

(f) Compliance

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

(g) Required Actions

Within 50 hours time-in-service (TIS) or at the next annual inspection after the effective date of this AD, whichever occurs later, inspect the engine fuel feed line hoses and the electrical wiring for chafing and damage in accordance with the Accomplishment Instructions, Part A steps (3) and (4), in MSB PACSB/XL/113, Issue 2.

(1) If there is any chafing or damage that penetrates the orange outer covering of the fuel line fire sleeve or if there is any chafed or damaged electrical wiring, before further flight, inspect the fuel hose for chafing, replace any chafed fire sleeve or fuel hose, and reroute all fuel lines in accordance with the Accomplishment Instructions, Part B, in MSB PACSB/XL/113, Issue 2.

(2) If there are no chafed or damaged engine fuel feed line hoses and no chafed or damaged electrical wiring, within 50 hours TIS or at the next annual inspection, whichever occurs later, reroute all fuel lines in accordance with the Accomplishment Instructions, Part B, in MSB PACSB/XL/113, Issue 2.

(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 DCA/750XL/37, effective April 25, 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-2021-0711.

(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/113, Issue 2, dated March 8, 2019.

(ii) [Reserved]

(3) For service information identified in this AD, contact the CAA 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 November 2, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-26496 Filed 12-6-21; 8:45 am]

2021-23-17 Hoffmann GmbH & Co. KG: Amendment 39-21815; Docket No. FAA-2021-0546; Project Identifier MCAI-2021-00387-P.

(a) Effective Date

This airworthiness directive (AD) is effective January 10, 2022.

(b) Affected ADs

This AD replaces AD 2020-25-05, Amendment 39-21347 (85 FR 78702, December 7, 2020).

(c) Applicability

This AD applies to all Hoffmann GmbH & Co. KG model HO-V 72 propellers.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of cracks at different positions on two affected propeller hubs. The FAA is issuing this AD to prevent failure of the propeller hub. The unsafe condition, if not addressed, could result in release of the propeller, damage to the airplane, and injury to persons on the ground.

(f) Compliance

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

(g) Required Actions

(1) Before the next flight after December 22, 2020 (the effective date of AD 2020-25-05), amend the existing aircraft flight manual by inserting the procedure: "Abnormal propeller vibrations: As applicable, reduce engine RPM."

(2) Before the next flight after the effective date of this AD, and thereafter, before the next flight after any flight where abnormal propeller vibrations have been experienced, visually inspect propeller hub HO-V 72 ( ) ( )-( )-( ) for cracks using paragraph 2.1 of Hoffmann Propeller GmbH & Co. KG Service Bulletin SB E53, Rev. D, dated February 18, 2021 (the SB).

(3) Within 20 flight hours after the effective date of this AD, perform a non-destructive test (NDT) inspection of propeller hub HO-V 72 ( ) ( )-( )-( ) using paragraph 2.3 of the SB.

(4) During each overhaul of propeller hub HO-V 72 ( ) ( )-( )-( ) after the effective date of this AD, perform an NDT inspection using paragraph 2.3 of the SB.

(5) If, during any inspection required by paragraph (g)(2), (3), or (4) of this AD, any crack is detected, replace propeller hub HO-V 72 ( ) ( )-( )-( ) with a part eligible for installation.

(h) Definition

For the purpose of this AD, a "part eligible for installation" is a propeller hub HO-V 72 ( ) ( )-( )-( ) with zero hours time since new or a propeller hub HO-V 72 ( ) ( )-( )-( ) that has passed an NDT inspection using paragraph 2.3 of the SB.

(i) Non-Required Actions

(1) Sending the propeller to Hoffmann for investigation, as contained in paragraph 2.1 of the SB, is not required by this AD.

(2) Reporting propeller hubs with cracks to Hoffmann, as contained in paragraph 2.3 of the SB, is not required by this AD.

(j) Credit for Previous Actions

You may take credit for the initial visual inspection and NDT inspection of the propeller hub required by paragraphs (g)(2), (3), and (4) of this AD if you performed any of these actions before the effective date of this AD using Hoffmann Propeller GmbH & Co. KG SB E53, Rev. A, dated October 9, 2020; Rev. B, dated October 14, 2020; or Rev. C, dated December 9, 2020.

(k) Special Flight Permit

A special flight permit may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the airplane to a service facility to perform the NDT inspection. Special flight permits are prohibited to perform the visual inspection of the propeller hub.

(l) 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 (m)(1) 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.

(m) Related Information

(1) For more information about this AD, contact Michael Schwetz, Aviation Safety Engineer, Boston ACO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238-7761; fax: (781) 238-7199; email: michael.schwetz@faa.gov.

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2020-0226R1, dated March 31, 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-2021-0546.

(n) Material Incorporated by Reference

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

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

(i) Hoffmann Propeller GmbH & Co. KG (Hoffmann) Service Bulletin SB E53, Rev. D, dated February 18, 2021.

(ii) [Reserved]

(3) For Hoffmann service information identified in this AD, contact Hoffmann GmbH & Co. KG, Küpferlingstrasse 9, 83022, Rosenheim, Germany; phone: +49 0 8031 1878 0; email: https://hoffmann-prop.com.

(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 November 4, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-26365 Filed 12-3-21; 8:45 am]

2021-23-18 Airbus Helicopters Deutschland GmbH: Amendment 39-21817; Docket No. FAA-2021-0779; Project Identifier MCAI-2020-01505-R.

(a) Effective Date

This airworthiness directive (AD) is effective January 11, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Helicopters Deutschland GmbH Model MBB-BK 117 D-2 helicopters, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2020-0246, dated November 10, 2020 (EASA AD 2020-0246).

(d) Subject

Joint Aircraft Service Component (JASC) Code: 2597, Equip/Furnishing System Wiring.

(e) Unsafe Condition

This AD was prompted by a report of chafing marks on a wiring harness near the locking washer of the lateral control rod. The FAA is issuing this AD to address chafing marks on a wiring harness near the locking washer of the lateral control rod. The unsafe condition, if not addressed, could result in in-flight loss of the hoist load and possible personal injury, or could generate a burning smell and possible need for the flight crew to implement the applicable emergency procedure.

(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 2020-0246.

(h) Exceptions to EASA AD 2020-0246

(1) Where EASA AD 2020-0246 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(2) Where EASA AD 2020-0246 refers to its effective date, this AD requires using the effective date of this AD.

(3) Where Paragraph (3) of EASA AD 2020-0246 specifies to update the Aircraft Maintenance Programme (AMP) with certain tasks included in the service information referenced by EASA AD 2020-0246, this AD does not include that requirement.

(4) This AD does not require the "Remarks" section of EASA AD 2020-0246.

(i) Special Flight Permit

Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the actions of this AD can be performed, provided that no debris from chafing is visible that would allow jamming or fouling of the flight controls, the chafing does not interfere with the flight controls by jamming or fouling, and the systems impacted by the wiring harness are rendered inoperable by collaring the circuit breaker.

(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 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.

(l) Material Incorporated by Reference

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

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

(i) European Union Aviation Safety Agency (EASA) AD 2020-0246, dated November 10, 2020.

(ii) [Reserved].

(3) For EASA AD 2020-0246, contact 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 the EASA 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. This material may be found in the AD docket at https://www.regulations.gov by searching for and locating Docket No. FAA-2021-0779.

(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 November 4, 2021.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2021-26497 Filed 12-6-21; 8:45 am]

2021-23-19 Pacific Aerospace Limited: Amendment 39-21818; Docket No. FAA-2021-0213; Project Identifier 2018-CE-036-AD.

(a) Effective Date

This airworthiness directive (AD) is effective January 11, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pacific Aerospace Limited Model 750XL airplanes, serial numbers up to and including 222, certificated in any category, with the battery installed within the engine bay at the firewall.

(d) Subject

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

(e) Reason

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI identifies the unsafe condition as insufficient separation of ground terminations for individual power sources and static grounds. The FAA is issuing this AD to detect and correct ground terminations with insufficient separation, which could lead to loss of primary and secondary power sources if the ground connection fails and consequent simultaneous loss of multiple airplane systems.

(f) Compliance

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

(g) Inspection and Corrective Action

(1) Within 12 months after the effective date of this AD, inspect the battery installation in the engine bay to determine if the ground leads connect to a single ground stud as shown in the Accomplishment Instructions, figure 2, of Pacific Aerospace Mandatory Service Bulletin PACSB/XL/104, Issue 1, dated May 2, 2018 (PACSB/XL/104I1).

(2) If the ground leads connect to a single ground stud, before further flight, separate the battery ground lead connections by following the Accomplishment Instructions, steps 4 through 36, of PACSB/XL/104I1.

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

(2) Refer to Civil Aviation Authority (CAA) of New Zealand AD DCA/750XL/30, dated July 5, 2018, for related information. You may examine the CAA AD at https://www.regulations.gov by searching for and locating Docket No. FAA-2021-0213.

(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/104, Issue 1, dated May 2, 2018.

(ii) [Reserved]

(3) For Pacific Aerospace Limited 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 November 4, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-26495 Filed 12-6-21; 8:45 am]

2021-23-22 Leonardo S.p.a.: Amendment 39-21821; Docket No. FAA-2020-0283; Project Identifier 2018-SW-045-AD.

(a) Effective Date

This airworthiness directive (AD) is effective January 18, 2022.

(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 Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2018-0112R1, dated June 4, 2018 (EASA AD 2018-0112R1).

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of failed main rotor (MR) dampers. The FAA is issuing this AD to address a crack in an MR damper. The unsafe condition, if not addressed, could result in seizure of the MR damper, detachment of the MR damper in-flight, 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, EASA AD 2018-0112R1.

(h) Exceptions to EASA AD 2018-0112R1

(1) Where EASA AD 2018-0112R1 requires compliance in terms of flight hours (FH), this AD requires using hours time-in-service (TIS).

(2) Where EASA AD 2018-0112R1 refers to FH accumulated by a part since new (first installation on a helicopter) or since overhaul, this AD requires using total hours TIS.

(3) Where EASA AD 2018-0112R1 refers to its effective date; May 10, 2016 (the effective date of EASA AD 2016-0087, dated May 3, 2016); July 28, 2016 (the effective date of EASA AD 2016-0140, dated July 14, 2016); or September 11, 2017 (the effective date of EASA AD 2017-0160, dated August 28, 2017), this AD requires using the effective date of this AD.

(4) Where EASA AD 2018-0112R1 requires the compliance time of during an "after the last flight (ALF) of the day inspection," this AD requires the compliance time of before the first flight of the day.

(5) Where the service information referenced in EASA AD 2018-0112R1 specifies using a magnifying glass, this AD requires using a 5X or higher power magnifying glass.

(6) Where the service information referenced in EASA AD 2018-0112R1 specifies discarding parts, this AD requires removing those parts from service.

(7) Where paragraph (2) of EASA AD 2018-0112R1 requires compliance within 30 FH after 10 May 2016 (the effective date of EASA AD 2016-0087, dated May 3, 2016), or at the first MR damper removal, whichever occurs first, for a MR damper that has accumulated 300 or more FH, this AD requires compliance within 30 hours TIS after the effective date of this AD for a MR damper that has accumulated 300 or more total hours TIS.

(8) This AD does not require the actions required by paragraph (3) of EASA AD 2018-0112R1.

(9) Where paragraph (8) of EASA AD 2018-0112R1 refers to having a serial number (S/N) specified in Part V of FHD BT 139-450, this AD requires the actions of that paragraph for helicopters with an MR damper part number (P/N) 3G6220V01351 or 3G6220V01352 with an S/N up to MCR8086 inclusive, installed, that has accumulated less than 600 total hours TIS.

(10) Where paragraph (10) of EASA AD 2018-0112R1 refers to having an S/N specified in in Part VII of FHD BT 139-450, this AD requires the actions of that paragraph for helicopters with:

(i) MR damper P/N 3G6220V01351 or 3G6220V01352 with an S/N up to MCR8764 inclusive, and with rod end P/N M006-01H004-041, -045, or -053, installed, except MR dampers confirmed of having 60-80 Nm applied and MR dampers marked with "BT 139-446 Part II" or "BT 139-446 Part III" on the logcard; or

(ii) MR damper P/N 3G6220V01351 or 3G6220V01352 that has had the damper rod end assembly removed before the issuance of "BT 139-446" installed, even if it has an S/N higher than MCR8764 or it has been confirmed of having 60-80 Nm applied.

Note 1 to paragraph (h)(10): MR dampers confirmed of having 60-80 Nm applied are listed in Table 1 (two pages) of Annex A, of Leonardo Helicopters Alert Service Bulletin No. 139-450, Revision D, dated May 28, 2019.

(11) Where paragraph (10) of EASA AD 2018-0112R1 requires a torque check, this AD requires a torque inspection.

(12) Where the service information referenced in paragraph (10) of EASA AD 2018-0112R1 specifies making sure that there are not scratches or dents on the rod end, this AD requires, before further flight, removing the rod end from service if there is a scratch or dent on the rod end.

(13) Where paragraph (12) of EASA AD 2018-0112R1 requires contacting Leonardo and replacing the MR damper with a serviceable part, this AD does not. This AD requires the following:

(i) If there is a crack in an MR damper body end, before further flight, replace the MR damper.

(ii) If there is a crack in an MR damper rod end, before further flight, remove the MR damper rod end from service.

(iii) If there is damage in any teeth of a rod end broached ring nut or damper piston slot, or if the engagement or alignment is not correct, before further flight, remove the rod end broached ring nut from service.

(14) Paragraph (13) of EASA AD 2018-0112R1 requires accomplishing the applicable corrective action(s) "as specified in, and in accordance with, the instructions of FHD BT 139-450 or FHD BT 139-452, as applicable," except where:

(i) If there is any bearing seat rotation or misaligned slippage mark in the MR damper rod end, this AD requires, before further flight, removing the MR damper rod end from service.

(ii) If the MR damper rod end torque value is more than 30.0 Nm (265.5 in lb), this AD requires, before further flight, removing the MR damper rod end from service.

(iii) If any MR damper anti-rotation block dimension measurement exceeds allowable limits, this AD requires, before further flight, removing the anti-rotation block from service.

(15) This AD does not mandate compliance with the "Remarks" section of EASA AD 2018-0112R1.

(i) Parts Prohibition

As of the effective date of this AD, do not install an MR damper rod end P/N M006-01H004-041, M006-01H004-045, or M006-01H004-053 on any helicopter, unless it is marked with a black dot indicating that it has passed inspections specified by Leonardo Helicopters BT 139-450.

(j) No Reporting Requirement

Although the service information referenced in EASA AD 2018-0112R1 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)(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 Matt Fuller, AD Program Manager, General Aviation & Rotorcraft Unit, Airworthiness Products Section, Operational Safety Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5110; email matthew.fuller@faa.gov.

(2) Leonardo Helicopters Alert Service Bulletin No. 139-450, Revision D, dated May 28, 2019, which is not incorporated by reference, contains additional information about the subject of this AD. 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/. You may view this referenced service information at the contact information specified in paragraph (m)(4) of this AD.

(m) Material Incorporated by Reference

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

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

(i) European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2018-0112R1, dated June 4, 2018.

(ii) [Reserved]

(3) For EASA AD 2018-0112R1, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find the EASA 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. This material may be found in the AD docket at https://www.regulations.gov by searching for and locating Docket No. FAA-2020-0283.

(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 November 8, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-26973 Filed 12-13-21; 8:45 am]

2021-24-01 Pilatus Aircraft Ltd.: Amendment 39-21822; Docket No. FAA-2021-0573; Project Identifier 2018-CE-046-AD.

(a) Effective Date

This airworthiness directive (AD) is effective January 13, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pilatus Aircraft Ltd. (Pilatus) Model PC-12/45, PC-12/47, and PC-12/47E airplanes, all serial numbers, certificated in any category, with a Spectre Lift Platform System installed in accordance with Supplemental Type Certificate No. SA00634DE.

(d) Subject

Joint Aircraft System Component (JASC) Code 5350, Aerodynamic Faring.

(e) Unsafe Condition

This AD was prompted by a report of the strake attachment brackets and surrounding structure failing at the upper most bracket bolt hole. The FAA is issuing this AD to detect and address any looseness or damage to the strake, attachment brackets, or surrounding structure, and missing fasteners or loose bolts, which could result in airplane flutter and reduced lateral stability, which may lead to loss of control of the airplane.

(f) Compliance

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

(g) Inspection and Corrective Actions

Within 10 hours time-in-service (TIS) after the effective date of this AD and thereafter at intervals not to exceed 150 hours TIS, inspect the fuselage strakes for movement (outside inspection), the strakes and their attachment brackets for loose and missing bolts and screws and structural deformation (inside and outside inspection), and the strake attachment brackets and surrounding structure for discoloration, deformation, cracks, and other structural damage (inside inspection) by following the Accomplishment Instructions–Aircraft, steps A through B.(3) and C.(1) through C.(5), in Pilatus Service Bulletin PC-12 Series, Report Number 12-1700-64-0000, Revision B, dated August 10, 2018.

(1) You must accomplish the inside fuselage inspection regardless of the results of the outside fuselage inspection.

(2) If any movement of the strakes, a loose or missing bolt or screw, discoloration, deformation, a crack, or other structural damage is found during any of the inspections, before further flight, repair using FAA-approved procedures.

(h) Special Flight Permit

A special flight permit may be issued to allow flying the airplane to a maintenance facility where repair of the strake assembly will be performed with the following operating limitations:

(1) Flight must be conducted under visual flight rules, daytime only; and

(2) The Spectre Lift Platform System, STC SA00634DE, must be retracted (not deployed) during the flight.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Denver 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.

(j) Related Information

For more information about this AD, contact Richard R. Thomas, Aviation Safety Engineer, Denver ACO Branch, FAA, 26805 E. 68th Avenue, Denver, CO 80249; phone: (303) 342-1080; fax: (303) 342-1088; email: 9-Denver-Aircraft-Cert@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 the AD specifies otherwise.

(i) Pilatus Service Bulletin PC-12 Series, Report Number 12-1700-64-0000, Revision B, dated August 10, 2018.

(ii) [Reserved]

(3) For service information identified in this AD, contact Pilatus Business Aircraft Ltd., Customer Support Department, 12300 Pilatus Way, Broomfield, CO 80021; phone: (866) 721-2435; fax: (303) 465-9099; email: productsupport@pilbal.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 December 2, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-26544 Filed 12-8-21; 8:45 am]

2021-24-03 Airbus Helicopters: Amendment 39-21824; Docket No. FAA-2021-0796; Project Identifier MCAI-2021-00098-R.

(a) Effective Date

This airworthiness directive (AD) is effective January 13, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus Helicopters Model AS355NP helicopters, certificated in any category.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report of mechanical deformation found on the protective cover (also referred to as switch guard) of the "SHEAR" control pushbutton installed on a co-pilot collective stick of a Model EC225LP helicopter, caused by incorrect handling; due to having an identical design switch guard installed on the pilot collective stick, Model AS355NP helicopters are also affected. The FAA is issuing this AD to address mechanical deformation on the protective cover of the "SHEAR" control pushbutton installed on the pilot collective stick. The unsafe condition, if not addressed, could result in unintended shearing of the hoist cable, possibly resulting in injury to hoisted person(s).

(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 2021-0027R1, dated January 22, 2021 (EASA AD 2021-0027R1).

(h) Exceptions to EASA AD 2021-0027R1

(1) Where EASA AD 2021-0027R1 refers to its effective date, this AD requires using the effective date of this AD.

(2) This AD does not require the “Remarks” section of EASA AD 2021-0027R1.

(i) Flight Condition Limitation

As of the effective date of this AD: Do not perform external load operations until the modification required by Paragraph (1) of EASA AD 2021-0027R1 is complete.

(j) No Reporting Requirement

Although the service information referenced in EASA AD 2021-0027R1 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 Hal Jensen, Aerospace Engineer, Operational Safety Branch, Compliance & Airworthiness Division, FAA, 950 L'Enfant Plaza N SW, Washington, DC 20024; phone: (202) 267-9167; email: hal.jensen@faa.gov.

(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 this AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2021-0027R1, dated January 22, 2021.

(ii) [Reserved]

(3) For EASA AD 2021-0027R1, contact 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 the EASA 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. This material may be found in the AD docket at https://www.regulations.gov by searching for and locating Docket No. FAA-2021-0796.

(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 November 10, 2021.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2021-26604 Filed 12-8-21; 8:45 am]

2021-24-04 Bell Textron Canada Limited (Type Certificate Previously Held by Bell Helicopter Textron Canada Limited): Amendment 39-21825; Docket No. FAA-2021-0783; Project Identifier 2019-SW-009-AD.

(a) Effective Date

This airworthiness directive (AD) is effective January 13, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bell Helicopter Textron Canada Limited (type certificate previously held by Bell Helicopter Textron Canada Limited) Model 505 helicopters having serial number 65011 and subsequent, certificated in any category.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 7300, Engine fuel and control.

(e) Unsafe Condition

This AD was prompted by the determination that reducing the pressure altitude limitations for certain fuel types is necessary. The FAA is issuing this AD to address unsatisfactory flight performance of the engine above pressure altitude limitations for Jet B and JP-4 fuels. The unsafe condition, if not addressed, could result in low fuel pressure, engine flame-out, or engine power interruption.

(f) Compliance

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

(g) Required Actions

Within 30 calendar days after the effective date of this AD, revise the Limitations Section of the existing Rotorcraft Flight Manual (RFM) for your helicopter by replacing Figure 1-6. with Figure 1-6. Fuel Operating Envelope (Sheet 1 of 1) of Bell 505 Rotorcraft Flight Manual BHT-505-FM-1, Revision 3, dated July 25, 2018 (BHT-505-FM-1 Revision 3). Using a different document with information identical to that in Figure 1-6. Fuel Operating Envelope (Sheet 1 of 1) of BHT-505-FM-1 Revision 3 is acceptable for compliance with the requirements of this AD. 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 14

CFR 43.9(a)(1) through (4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

(h) Alternative Methods of Compliance (AMOCs)

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

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

(i) Related Information

(1) For more information about this AD, contact 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 Transport Canada AD CF-2019-08, dated March 5, 2019. You may view the Transport Canada AD at https://www.regulations.gov in Docket No. FAA-2021-0783.

(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) Figure 1-6. Fuel Operating Envelope (Sheet 1 of 1) of Bell 505 Rotorcraft Flight Manual BHT-505-FM-1, Revision 3, dated July 25, 2018.

(ii) [Reserved]

(3) For service information identified in this AD, contact Bell Textron Canada Limited, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J 1R4, Canada; telephone 1-450-437-2862 or 1-800-363-8023; fax 1-450-433-0272; email productsupport@bellflight.com; or at https://www.bellflight.com/support/contact-support.

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

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

Issued on November 12, 2021.

Gaetano A. Sciortino,

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

[FR Doc. 2021-26605 Filed 12-8-21; 8:45 am]

2021-24-05 Airbus Helicopters Deutschland GmbH: Amendment 39-21826; Docket No. FAA-2021-0826; Project Identifier MCAI-2021-00300-R.

(a) Effective Date

This airworthiness directive (AD) is effective January 14, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Helicopters Deutschland GmbH Model EC135P2+, EC135P3, EC135T2+, and EC135T3 helicopters, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2021-0066, dated March 8, 2021 (EASA AD 2021-0066).

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports that certain aft and forward fitting assemblies, which are not approved for installation on certain helicopters, were installed on those helicopters as part of the outboard load system. Operators of those helicopters might not be aware of the applicable overhaul or life limits for those fitting assemblies. The FAA is issuing this AD to address failure of affected aft and forward fitting assemblies and consequent loss of external cargo, resulting in personal injury or injury to persons on the ground.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2021-0066.

(h) Exceptions to EASA AD 2021-0066

(1) Where EASA AD 2021-0066 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(2) Where EASA AD 2021-0066 refers to its effective date, this AD requires using the effective date of this AD.

(3) Where paragraph (4) of, and the service information referenced in, EASA AD 2021-0066, specify contacting Airbus Helicopters Deutschland GmbH for applicable instructions if any damage (which may be indicated by signs of corrosion, mechanical damage, loose rivets, or cracks) is found, the corrective action must be accomplished using a method approved by the Manager, General Aviation & Rotorcraft Section, International Validation Branch, FAA; or EASA; or Airbus Helicopters Deutschland GmbH EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(4) Where the service information referenced in EASA AD 2021-0066 specifies to discard certain parts, this AD requires removing those parts from service.

(5) This AD does not mandate compliance with the "Remarks" section of EASA AD 2021-0066.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2021-0066 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(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 helicopter can be inspected (if the operator elects to do so), provided the outboard load system is not used until the applicable corrective actions required by paragraph (4) of EASA AD 2021-0066 are completed.

(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 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.

(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 this AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2021-0066, dated March 8, 2021.

(ii) [Reserved]

(3) For EASA AD 2021-0066, dated March 8, 2021, 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 the EASA 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. This material may be found in the AD docket at https://www.regulations.gov by searching for and locating Docket No. FAA-2021-0826.

(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 November 10, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-26679 Filed 12-9-21; 8:45 am]

2021-24-08 Airbus Helicopters: Amendment 39-21829; Docket No. FAA-2021-0829; Project Identifier MCAI-2021-00189-R.

(a) Effective Date

This airworthiness directive (AD) is effective January 14, 2022.

(b) Affected ADs

This AD replaces AD 2021-04-21, Amendment 39-21443 (86 FR 17278, April 2, 2021) (AD 2021-04-21).

(c) Applicability

This AD applies to Airbus Helicopters Model EC120B helicopters, certificated in any category, having an affected part as defined in European Union Aviation Safety Agency (EASA) AD 2021-0046, dated February 12, 2021 (EASA AD 2021-0046).

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report of broken and bent attachment bolts of the main rotor (MR) hub scissors assembly and a determination that additional part markings of the washer, scissor branch, and mast ring of the corresponding nut side, and repetitive inspections of those part markings, are necessary to detect any rotation. The FAA is issuing this AD to address broken and bent attachment bolts of the MR hub scissors assembly, which could lead to detachment of a MR hub scissors attachment bolt, possibly resulting in complete loss of control of the helicopter.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2021-0046.

(h) Exceptions to EASA AD 2021-0046

(1) Where EASA AD 2021-0046 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2021-0046 refers to September 05, 2018 (the effective date of EASA AD 2018-0186), this AD requires using May 7, 2021 (the effective date of AD 2021-04-21).

(3) This AD does not mandate compliance with the "Remarks" section of EASA AD 2021-0046.

(4) Where the service information referenced in EASA AD 2021-0046 specifies to discard certain parts, this AD requires removing those parts from service.

(5) Where EASA AD 2021-0046 refers to flight hours (FH), this AD requires using hours time-in-service.

(6) Paragraphs (3) and (4) of EASA AD 2021-0046 refer to "discrepancies." For this AD, discrepancies include corrosion, fretting, wear, cracking, bolt play, twist, shearing, rupture, and bolt tightening torque.

(7) Where EASA AD 2021-0046 specifies to contact the manufacturer for repair instructions, this AD requires the repair to be done in accordance with a method approved by the Manager, General Aviation and Rotorcraft Section, International Validation Branch, FAA; or EASA; or Airbus Helicopter's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(8) Paragraph (5) of EASA AD 2021-0046 specifies to report inspection results to Airbus Helicopters within a certain compliance time. For this AD, report inspection results at the applicable time specified in paragraph (h)(8)(i) or (ii) of this AD.

(i) If the inspection was done on or after May 7, 2021 (the effective date of AD 2021-04-21): Submit the report within 30 days after the inspection.

(ii) If the inspection was done before May 7, 2021 (the effective date of AD 2021-04-21): Submit the report within 30 days after May 7, 2021.

(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 Hal Jensen, Aerospace Engineer, Operational Safety Branch, Compliance & Airworthiness Division, FAA, 950 L'Enfant Plaza N SW, Washington, DC 20024; phone: (202) 267-9167; email: hal.jensen@faa.gov.

(l) Material Incorporated by Reference

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

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

(i) European Union Aviation Safety Agency (EASA) AD 2021-0046, dated February 12, 2021.

(ii) [Reserved]

(3) For EASA AD 2021-0046, 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-2021-0829.

(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 November 15, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-26680 Filed 12-9-21; 8:45 am]

2021-24-11 Leonardo S.p.a.: Amendment 39-21832 Docket No. FAA-2021-0606; Project Identifier 2019-SW-070-AD.

(a) Effective Date

This airworthiness directive (AD) is effective January 14, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Leonardo S.p.a. Model A109E, A109S, and AW109SP helicopters, certificated in any category, with an affected assembly as identified in European Union Aviation Safety Agency (EASA) AD 2019-0182, dated July 26, 2019 (EASA AD 2019-0182) installed.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 3213, Main Landing Gear Strut/Axle/Truck.

(e) Unsafe Condition

This AD was prompted by reports of main landing gear (MLG) wheel assembly failure. The FAA is issuing this AD to address stress corrosion and hydrogen embrittlement on the threaded end of the MLG strut in the MLG wheel assembly. This condition, if not addressed, could lead to cracks on the affected MLG assembly, resulting in damage or failure of the MLG and consequent 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 2019-0182.

(h) Exceptions to EASA AD 2019-0182

(1) Where EASA AD 2019-0182 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(2) Where EASA AD 2019-0182 refers to its effective date, this AD requires using the effective date of this AD.

(3) Where the service information referenced in EASA AD 2019-0182 specifies to return a certain part to the manufacturer, this AD does not include that requirement.

(4) This AD does not mandate compliance with the "Remarks" section of EASA AD 2019-0182.

(5) Where the service information referenced in EASA AD 2019-0182 specifies to discard certain parts, this AD requires removing those parts from service.

(6) Where Annex A of the service information referenced in EASA AD 2019-0182 specifies to contact the manufacturer if there is any indication due to "some burr"; and Annex B of the service information specifies to contact the manufacturer if there are signs of arcing or burning on a part; before further flight, the instructions or corrective actions (including part replacement if necessary) 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.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2019-0182 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) Incorporated by Reference

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

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

(i) European Union Aviation Safety Agency (EASA) AD 2019-0182, dated July 26, 2019.

(ii) [Reserved]

(3) For EASA AD 2019-0182, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet www.easa.europa.eu.

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222-5110. This material may be found in the AD docket at https://www.regulations.gov by searching for and locating Docket No. FAA-2021-0606.

(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 November 15, 2021.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2021-26681 Filed 12-9-21; 8:45 am]

2021-24-13 Daher Aerospace (Type Certificate Previously Held by SOCATA): Amendment 39-21834; Docket No. FAA-2021-0778; Project Identifier 2019-CE-062-AD.

(a) Effective Date

This airworthiness directive (AD) is effective January 12, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Daher Aerospace (type certificate previously held by SOCATA) Model TBM 700 airplanes, serial numbers 1106 and larger, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 2130, Cabin Pressure Control System.

(e) Unsafe Condition

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as a non-confirming dump switch ejecting from its slot. The FAA is issuing this AD to prevent dump switches ejecting from their slots, which, in case of smoke/fumes in the cabin, could prevent evacuation of the smoke/fumes. The unsafe condition, if not addressed, could result in excessive flight crew workload and injury to airplane occupants.

(f) Compliance

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

(g) Required Actions

Within 12 months after the effective date of this AD, inspect each dump switch part number (P/N) 7388475012 to determine if a seal is installed, as depicted in Figure 3 of Daher Aerospace Service Bulletin SB 70-271-21, Revision 1, dated November 2019.

(1) If a seal is installed, no further action is required by this paragraph.

(2) If a seal is not installed, within 12 months after the effective date of this AD, modify the dump switch in accordance with steps (2) through (5) of the Description of Accomplishment Instructions in Daher Aerospace Service Bulletin SB 70-271-21, Revision 1, dated November 2019.

(h) Parts Installation Provision

As of the effective date of this AD, do not install a dump switch P/N 7388475012 on any airplane unless the switch has been modified as described in Daher Aerospace Service Bulletin SB 70-271-21, Revision 1, dated November 2019. Removal of a dump switch from an airplane and re-installation of that dump switch on the same airplane within the same maintenance visit is not an installation for purposes of this paragraph.

(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 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 Gregory Johnson, Aviation Safety Engineer, FAA, General Aviation & Rotorcraft Section, International Validation Branch, 901 Locust, Room 301, Kansas City, MO 64106; phone: (720) 626-5462; fax: (816) 329-4090; email: gregory.johnson@faa.gov.

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2019-0306, dated December 18, 2019, for more information. You may examine the EASA AD in the AD docket at https://www.regulations.gov by searching for and locating it in Docket No. FAA-2021-0778.

(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 the AD specifies otherwise.

(i) Daher Aerospace Service Bulletin SB 70-271-21, Revision 1, dated November 2019.

(ii) [Reserved]

(3) For service information identified in this AD, contact Daher Aerospace Inc., Pompano Beach Airpark, 601 NE 10 Street, Pompano Beach, FL 33060; phone: (954) 893-1400; website: https://www.tbm.aero.

(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 November 17, 2021.

Gaetano A. Sciortino,

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

[FR Doc. 2021-26527 Filed 12-7-21; 8:45 am]

2021-24-15 Bell Textron Canada Limited: Amendment 39-21836; Docket No. FAA-2021-0830; Project Identifier AD-2020-00257-R.

(a) Effective Date

This airworthiness directive (AD) is effective January 18, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the Bell Textron Canada Limited helicopters identified in paragraphs (c)(1) and (2) of this AD:

(1) Model 206L-1 and Model 206L-3 helicopters, certificated in any category, with Bell Model 206L1/L3 Service Instruction for Increased Gross Weight Upgrade Kit BHT-206-SI-2052, Revision 1, dated October 14, 2010, installed and that are equipped with one of the following Air Comm Corporation Supplemental Type Certificate (STC) SH2750NM air conditioning systems part number (P/N) 206EC-204-1, 206EC-204-2, 206EC-208-1, 206EC-208-2, 206EC-210-1, 206EC-210-2, 206EC-210-3, 206EC-212-3, or 206EC-212-4; and

Note 1 to paragraph (c)(1) of this AD: Helicopters with a 206L-1+ designation are Model 206L-1 helicopters and helicopters with a 206L-3+ designation are Model 206L-3 helicopters.

(2) Model 206 L-4 helicopters, certificated in any category, and that are equipped with one of the following Air Comm Corporation STC SH2750NM air conditioning systems P/N 206EC-204-1, 206EC-204-2, 206EC-208-1, 206EC-208-2, 206EC-210-1, 206EC-210-2, 206EC-210-3, 206EC-212-3, or 206EC-212-4.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of deformation or fretting of the spline teeth on the air conditioning system drive ring and on the oil cooler blower shaft. The FAA is issuing this AD to detect deformation and fretting. The unsafe condition, if not addressed, could result in a failure of the oil cooler blower shaft, which could lead to loss of tail rotor authority and subsequent loss of helicopter control.

(f) Compliance

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

(g) Required Actions

Within 300 hours time-in-service (TIS) after the effective date of this AD, and thereafter at intervals not to exceed 300 hours TIS:

(1) Gain access to the drive ring spline teeth and the mating area spline teeth on the oil cooler blower shaft by removing the tail rotor drive system's forward short shaft and spline adaptor, and the air conditioner system's drive ring. Refer to Figure 1 of ACC Air Comm Corporation Service Bulletin SB 206EC-091119, Rev B, dated May 26, 2021 for a depiction of each component's location.

(2) Visually inspect the drive ring spline teeth and the mating area spline teeth on the oil cooler blower shaft for deformation and fretting.

(i) If there is deformation or fretting on the drive ring spline teeth, before further flight, remove the drive ring from service and replace it with an airworthy part.

(ii) If there is deformation or fretting on the mating area spline teeth of the oil cooler blower shaft, before further flight, remove the oil cooler blower assembly from service and replace with an airworthy part.

(3) Reinstall the drive ring, spline adapter, and the forward short shaft. If the compressor drive pulley was removed, torque the drive pulley to 200-300 in-lbs, increasing torque in this range to align the four threaded holes with the through holes in the drive ring. Do not back-off torque to align the bolt holes.

(h) Special Flight Permits

Special flight permits are prohibited.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Denver ACO, 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 Denver ACO, send it to the attention of the person identified in paragraph (j)(1) of this AD. Information may be emailed to: 9-Denver-Aircraft-Cert@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 Matthew Bryant, Aerospace Engineer, Denver ACO Branch, FAA, 26805 East 68th Avenue, Denver, CO 80249; telephone (303) 342-1092; email 9-Denver-Aircraft-Cert@faa.gov.

(2) Service information identified in this AD, is available at the contact information specified in paragraphs (k)(3) and (4) of this AD.

(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) ACC Air Comm Corporation Service Bulletin SB 206EC-091119, Rev B, dated May 26, 2021.

(ii) [Reserved]

(3) For service information identified in this AD, contact Air Comm Corporation, 1575 W 124th Ave. #210, Westminster, CO 80234; telephone: (303) 440-4075; email service@aircommcorp.com.

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

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

Issued on November 19, 2021.

Ross Landes,

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

[FR Doc. 2021-27012 Filed 12-13-21; 8:45 am]

2021-24-16 Daher Aeropsace (Type Certificate Previously Held by SOCATA): Amendment 39-21837; Docket No. FAA-2021-0795; Project Identifier 2019-CE-054-AD.

(a) Effective Date

This airworthiness directive (AD) is effective January 18, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Daher Aerospace (type certificate previously held by SOCATA) Model TB 20 and TB 21 airplanes, all serial numbers, certificated in any category.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as cracks on the main landing gear (MLG) legs. The FAA is issuing this AD to prevent structural failure of an MLG leg and consequent collapse of the MLG. The unsafe condition, if not addressed, could result in damage to the airplane and injury to occupants.

(f) Compliance

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

(g) Repetitive Inspections

(1) Before the MLG exceeds 16,000 landings since first installation on an airplane or within 200 landings after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed 3,200 landings, accomplish the magnetic particle inspection on each MLG for cracks in the left-hand and right-hand MLG leg and take all applicable corrective actions before further flight in accordance with the Description of Accomplishment Instructions in Daher Aerospace Service Bulletin SB 10-154-32, dated September 2019, except you are not required to contact the manufacturer. Instead, repair using a method approved by the Manager, International Validation Branch, FAA; the European Union Aviation Safety Agency (EASA); or Daher Aerospace's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-

authorized signature. For a repair to be approved as required by this paragraph, the approval letter must specifically refer to this AD.

(2) For the purposes of this AD, any maneuver resulting in weight on the MLG for any duration of time after initial takeoff counts as a landing. If the number of landings for the MLG is unknown, multiply the number of airframe hours by a factor of 3.6 and round up to the nearest whole landing.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in 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 Gregory Johnson, Aviation Safety Engineer, FAA, General Aviation & Rotorcraft Section, International Validation Branch, 901 Locust, Room 301, Kansas City, MO 64106; phone: (720) 626-5462; fax: (816) 329-4090; email: gregory.johnson@faa.gov.

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2019-0274, dated November 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-2021-0795.

(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) Daher Aerospace Service Bulletin SB 10-154-32, dated September 2019.

(ii) [Reserved]

(3) For service information identified in this AD, contact Daher Aerospace Inc., Pompano Beach Airpark, 601 NE 10 Street, Pompano Beach, FL 33060; phone: (954) 893-1400; website: https://www.tbm.aero.

(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 November 17, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-26964 Filed 12-13-21; 8:45 am]

2021-24-17 Airbus Helicopters Deutschland GmbH: Amendment 39-21838; Docket No. FAA-2021-0797; Project Identifier MCAI-2021-00218-R.

(a) Effective Date

This airworthiness directive (AD) is effective January 18, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Helicopters Deutschland GmbH Model EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, and EC135T3 helicopters, certificated in any category, with tail rotor (TR) blade part number (P/N) L642A2002101, L642A2002103, L642A2002104, L642A2002111, or L642A2002112 installed.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 6410, Tail rotor blades.

(e) Unsafe Condition

This AD was prompted by a notification of certain parts needing a reduced life limit when installed on certain model helicopters. The FAA is issuing this AD to prevent certain part-numbered TR blades from remaining in service beyond their fatigue life. The unsafe condition, if not addressed, could result in fatigue and failure of a TR blade and loss of helicopter control.

(f) Compliance

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

(g) Required Actions

(1) For all model helicopters identified in paragraph (c) of this AD, within 350 hours time-in-service (TIS) after the effective date of this AD, determine the total hours TIS of each TR blade P/N L642A2002101 or P/N L642A2002111 in accordance with paragraph 3.B.2 of the Accomplishment Instructions of Airbus Helicopters Alert Service Bulletin ASB EC135H-04A-002, Revision 1, dated December 21, 2020 (ASB EC135H-04A-002) or paragraph 3.B.2 (version A) or 3.B.4 (version B) of the Accomplishment Instructions of Airbus Helicopters Alert Service Bulletin ASB EC135-04A-014, Revision 1, dated December 21, 2020 (ASB EC135-04A-014) as applicable to your model helicopter. Remove from service any TR blade that has accumulated or exceeded 6,800 total hours TIS. For each TR blade that has accumulated less than 6,800 total hours TIS do the following:

(i) Create a component history card or equivalent record to establish a life limit of 6,800 total hours TIS.

(ii) Re-identify each TR blade P/N L642A2002101 as P/N L642A2002104 and re-identify each T/R blade P/N L642A2002111 as P/N L642A2002112 by following paragraph 3.B.5 of the Accomplishment Instructions of ASB EC135H-04A-002, or paragraph 3.B.7 of the Accomplishment Instructions of ASB EC135-04A-014 as applicable to your model helicopter.

(iii) Thereafter, remove from service any TR blade P/N L642A2002104 or P/N L642A2002112 before it accumulates 6,800 total hours TIS.

(2) For Model EC135P1, EC135P2, EC135P2+, EC135T1, EC135T2, and EC135T2+ helicopters with TR blade P/N L642A2002103 that has previously been installed on Model EC135P3 or EC135T3 helicopters, within 350 hours TIS after the effective date of this AD, determine the total hours TIS of the TR blade in accordance with a method approved by the Manager, General Aviation and Rotorcraft Section, International Validation Branch, FAA; or European Union Aviation Safety Agency (EASA); or Airbus Helicopters' EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) For Model EC135P3 and EC135T3 helicopters within 350 hours TIS after the effective date of this AD, remove from service any TR blade P/N L642A2002103 before exceeding 6,800 total hours TIS.

(4) For Model EC135P3 and EC135T3 helicopters, as of the effective date of this AD, do not install any TR blade P/N L642A2002101, P/N L642A2002103, or P/N L642A2002111 on any helicopter.

(5) For Model EC135P1, EC135P2, EC135P2+, EC135T1, EC135T2, and EC135T2+ helicopters, as of the effective date of this AD, do not install any TR blade P/N L642A2002101 or L642A2002111 that has accumulated or exceeded 500 total hours TIS while installed on a Model EC135P3 or EC135T3 helicopter.

(h) Alternative Methods of Compliance (AMOCs)

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

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

(i) Related Information

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

(2) Service information identified in this AD, is available at the contact information specified in paragraphs (j)(3) and (4) of this AD.

(3) The subject of this AD is addressed in European Union Aviation Safety Agency (EASA) AD 2021-0050, dated February 23, 2021. You may view the EASA AD at https://www.regulations.gov in Docket No. FAA-2021-0797.

(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) Airbus Helicopters Alert Service Bulletin ASB EC135H-04A-002, Revision 1, dated December 21, 2020.

(ii) Airbus Helicopters Alert Service Bulletin ASB EC135-04A-014, Revision 1, dated December 21, 2020.

(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 November 17, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-26975 Filed 12-13-21; 8:45 am]

2021-26-01 Bell Textron Canada Limited: Amendment 39-21859; Docket No. FAA-2021-1066; Project Identifier AD-2021-01189-R.

(a) Effective Date

This airworthiness directive (AD) is effective December 28, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bell Textron Canada Limited Model 505 helicopters, serial numbers 65011 through 65234 inclusive, 65236 through 65348 inclusive, 65350, and 65352 through 65359 inclusive, with an S-TEC Corporation HeliSAS stability augmentation system and autopilot installed under Supplemental Type Certificate SR09758DS.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report of chafing of the right forward tail rotor (T/R) control cable caused by contact with an autopilot yaw servo bracket. The FAA is issuing this AD to detect and prevent chafing of the T/R control cable. The unsafe condition, if not addressed, could result in failure of the right forward T/R control cable, loss of T/R control, and subsequent loss of control of the helicopter.

(f) Compliance

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

(g) Required Actions

Within 25 hours time-in-service or 30 days, whichever occurs first after the effective date of this AD, accomplish the following:

(1) Using a flashlight, visually inspect the right forward T/R control cable assembly part number M207-20M489-041 in the area of the roller bracket assembly for signs of chafing. Move the T/R pedals through the full range of motion and inspect the T/R control cable for chafing. If there is any chafing, before further flight, remove cable assembly part number M207-20M489-041 from service.

(2) Measure the clearance between the right forward T/R control cable and the roller bracket cut out as shown in Figure 1 of Bell Alert Service Bulletin 505-21-27, dated October 7, 2021. If the

clearance is less than 0.3” (7.6 mm), before further flight, adjust the height of the roller bracket assembly position until the clearance is a minimum of 0.3” (7.6 mm).

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, DSCO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (i) of this AD. Information may be emailed to: 9-ASW-190-COS@faa.gov.

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

(i) Related Information

For more information about this AD, contact Hye Yoon Jang, Aerospace Engineer, Delegation Oversight Section, DSCO Branch, Compliance & Airworthiness Division, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5190; email hye.yoon.jang@faa.gov.

(j) Material Incorporated by Reference

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

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

(i) Bell Alert Service Bulletin 505-21-27, dated October 7, 2021.

(ii) [Reserved]

(3) For Bell 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 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 December 6, 2021.

Ross Landes,

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

[FR Doc. 2021-27008 Filed 12-9-21; 4:15 pm]

2021-26-09 Brantly Helicopters Industries U.S.A. Co., Ltd., and Brantly International, Inc.: Amendment 39-21868; Docket No. FAA-2021-0610; Project Identifier AD-2021-00126-R.

(a) Effective Date

This airworthiness directive (AD) is effective January 19, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Brantly Helicopters Industries U.S.A. Co., Ltd., Model 305 helicopters and Brantly International, Inc., Model B-2, B-2A, and B-2B helicopters, certificated in any category, with a tail rotor (T/R) hub part number 161-1 or 2951, installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 6420, Tail Rotor Head.

(e) Unsafe Condition

This AD was prompted by a report of a crack in the T/R hub. The FAA is issuing this AD to address cracking of the T/R hub. The unsafe condition, if not addressed, could result in loss of T/R control and subsequent loss of control of the helicopter.

(f) Compliance

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

(g) Required Actions

Within 100 hours time-in-service (TIS) or at the next annual inspection after the effective date of this AD, whichever occurs first, and thereafter at intervals not to exceed 100 hours TIS and at each annual inspection:

(1) Clean, and using a 10X or higher power magnifying glass, inspect the areas where each T/R blade attaching arm extends from the T/R hub for a crack, corrosion, and pitting. If there is a crack, corrosion, or pitting, before further flight, remove the T/R hub from service.

(2) Clean and dye penetrant inspect the radius at the shoulder of each T/R hub spindle for a crack and pitting. If there is a crack or pitting, before further flight, remove the T/R hub from service.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Fort Worth 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 Marc Belhumeur, Senior Project Engineer, Certification Section, Fort Worth ACO Branch, Compliance & Airworthiness Division, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5177; email 9-ASW-FWACO@faa.gov.

(j) Material Incorporated by Reference

None.

Issued on December 9, 2021.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2021-27052 Filed 12-14-21; 8:45 am]