FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

SMALL AIRPLANES, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2022-02

1/3/2022 - 1/16/2022

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

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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability

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

Biweekly 2022-01

2021-05-03		Airbus Helicopters	EC225LP
2021-23-01		Stemme AG	Stemme S 12
2021-23-06		Various Manufactures	234; CH-47D
2021-24-18		Viking Air Limited	DHC-3
2021-24-19		Flugzeugbau GmbH	DG-500MB and DG-1000M
2021-24-21		Embraer S.A.	EMB-500 and EMB-505
2021-24-22	R 2012-06-16	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
2021-25-01		Leonardo S.p.a.	A109S and AW109SP
2021-25-08		Leonardo S.p.a.	AW189
2021-25-10		Daher Aerospace	TBM 700
2021-25-11	R 78-02-03	Piper Aircraft, Inc.	PA-23-250
2021-26-07	R 2020-11-05	Airbus Helicopters	EC120B
2021-26-08		Bell Textron Canada Limited	206, 206A, 206A-1, 206B, 206B-1, 206L, 206L-1, 206L-3, and 206L-4
2022-01-05	R 2021-24-06	Airbus Helicopters	EC130T2

Biweekly 2022-02

2021-26-14	R 2018-11-01	Airbus Helicopters	AS332L2, EC225LP
2021-26-15		Vulcanair S.p.A.	P.68C, P.68C-TC, P.68 “OBSERVER,” P.68 OBSERVER 2, P.68R, and P.68TC OBSERVER
2021-26-18	R 2020-21-01	Airbus Helicopters	AS-365N2, AS 365 N3, and SA-365N1; SA-365C1, SA-365C2, and SA-365N; EC 155B and EC155B1
2022-01-06		Cameron Balloons Ltd.	flange adapter
2022-01-09		Stemme AG	Stemme S 10-VT and Stemme S 12
2022-02-01		Sikorsky Aircraft Corporation	S-92A
2022-02-02	R 2021-15-51	Bell Textron Inc.	204B, 205A, 205A-1, 205B, 210, and 212

2021-26-14 Airbus Helicopters: Amendment 39-21873; Docket No. FAA-2021-0873; Project Identifier MCAI-2021-00336-R.

(a) Effective Date

This airworthiness directive (AD) is effective February 9, 2022.

(b) Affected ADs

This AD replaces AD 2018-11-01, Amendment 39-19289 (83 FR 23778, May 23, 2018) (AD 2018-11-01).

(c) Applicability

This AD applies to Airbus Helicopters Model AS332L2 and Model EC225LP helicopters, certificated in any category, as specified in paragraphs (c)(1) and (2) of this AD.

(1) Model AS332L2 helicopters equipped with extended aluminum splices on frame 5295 installed in accordance with Airbus Helicopters (AH) Modification (MOD) 0726517, Eurocopter (EC) AS332 Service Bulletin (SB) 53.01.52, or AH repair design 332-53-507-06, 332-53-21-07, or 332-53-82-06; except helicopters embodying AH MOD 0728463, AH SB AS 332-53.01.97, or repair design 332-53-409-12, 332-53-1284-13, 332-53-1079-16, or 332-53-1358-16.

Note 1 to paragraph (c)(1): As referenced in paragraphs (c)(1) and (2) of this AD, helicopters with AH MOD 0728463 installed have replaced the aluminum splices with steel splices.

(2) Model EC225LP helicopters equipped with extended aluminum splices on frame 5295 installed in accordance with AH MOD 0726517, or EC EC225 SB 53-003 (pre AH MOD 0726493 and post AH MOD 0726517), except helicopters embodying AH MOD 0728463, or SB EC225-53-061.

Note 2 to paragraph (c)(2): Helicopters with AH MOD 0726493 have installed steel splice kit part number 332A08-2649-3072.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of cracks on frame 5295 and on aluminum splices installed to prevent those cracks. The FAA is issuing this AD to address cracking on frame 5295 and on the inner skins. The unsafe condition, if not addressed, could result in loss of structural integrity of the helicopter frame and subsequent loss of control of the helicopter.

(f) Compliance

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

(g) Retained Installation and Inspections With New Service Information and Corrective Actions (Modification)

This paragraph retains the requirements of paragraph (e) of AD 2018-11-01, with new service information and corrective actions (modification).

(1) Before a splice reaches 1,700 hours time-in-service (TIS), within 50 hours TIS, or before the helicopter reaches 11,950 hours TIS, whichever occurs latest, do the following.

(i) Install the rail support cut-out and identify the left-hand (LH) and right-hand (RH) junction profile, in accordance with the Accomplishment Instructions, paragraph 3.B.2., of Airbus Helicopters Alert Service Bulletin (ASB) No. EC225-05A038, Revision 1, dated February 9, 2021 (Airbus Helicopters ASB No. EC225-05A038, Revision 1); or Airbus Helicopters ASB No. AS332-05.00.97, Revision 1, dated February 9, 2021 (Airbus Helicopters ASB No. AS332-05.00.97, Revision 1); whichever is applicable to your helicopter.

(ii) Inspect each splice for a crack in the area depicted as Area Y in Figure 3 of Airbus Helicopters ASB No. EC225-05A038, Revision 1; or Airbus Helicopters ASB No. AS332-05.00.97, Revision 1; whichever is applicable to your helicopter. If a crack exists, do the applicable action required by paragraph (g)(1)(ii)(A) or (B) of this AD.

(A) For any cracking found before the effective date of this AD: Repair or replace the splice before further flight.

(B) For any cracking found on or after the effective date of this AD: Before further flight, modify the helicopter in accordance with paragraph 3.B.2. of the Accomplishment Instructions of Airbus Helicopters Service Bulletin (SB) No. AS332-53.01.97, Revision 0, dated February 9, 2021 (Airbus Helicopters SB No. AS332-53.01.97, Revision 0); or Service Bulletin No. EC225-53-061, Revision 0, dated February 9, 2021 (Airbus Helicopters SB No. EC225-53-061, Revision 0); as applicable to your helicopter; except as specified in paragraph (h) of this AD.

(2) Thereafter at intervals not to exceed 110 hours TIS, inspect each splice for a crack in the area depicted as Area Y in Figure 3 of Airbus Helicopters ASB No. EC225-05A038, Revision 1; or Airbus Helicopters ASB No. AS332-05.00.97, Revision 1; whichever is applicable to your helicopter. If a crack exists, do the applicable actions required by paragraph (g)(2)(i) or (ii) of this AD. Accomplishing the modification specified in paragraph (g)(1)(ii)(B) and (g)(2)(ii) of this AD terminates the inspections required by this paragraph.

(i) For any cracking found before the effective date of this AD: Repair or replace the splice before further flight.

(ii) For any cracking found on or after the effective date of this AD: Before further flight, modify the helicopter in accordance with paragraph 3.B.2. of the Accomplishment Instructions of Airbus Helicopters SB No. AS332-53.01.97, Revision 0; or Airbus Helicopters SB No. EC 225-53-061, Revision 0; as applicable to your helicopter; except as specified in paragraph (h) of this AD.

(h) Service Information Exceptions

(1) Where Airbus Helicopters ASB No. EC225-05A038, Revision 1; Airbus Helicopters ASB No. AS332-05.00.97, Revision 1; Airbus Helicopters SB No. AS332-53.01.97, Revision 0; and Airbus Helicopters SB No. EC 225-53-061, Revision 0; specify to perform dye-penetrant inspections “if in doubt” or “if any doubt,” this AD requires performing a dye-penetrant inspection during inspections done on or after the effective date of this AD.

(2) Where Airbus Helicopters SB No. AS332-53.01.97, Revision 0; and Airbus Helicopters SB No. EC 225-53-061, Revision 0; specify discarding parts, this AD requires removing those parts from service.

(3) Where Airbus Helicopters SB No. AS332-53.01.97, Revision 0; and Airbus Helicopters SB No. EC 225-53-061, Revision 0, specify contacting Airbus Helicopter for corrective action or further procedures, this AD requires repair done in accordance with a method approved by the Manager,

General Aviation & Rotorcraft Section, International Validation Branch, FAA; or EASA; or Airbus Helicopters' EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(4) Airbus Helicopters SB No. AS332-53.01.97, Revision 0; and Airbus Helicopters SB No. EC 225-53-061, Revision 0, specify a visual check and dye penetrant inspection for cracks on the inside and outside of frame 5295. For this AD, if any cracking is found during any visual check or dye penetrant inspection on the inside and outside of frame 5295, before further flight, repair in accordance with a method approved by the Manager, General Aviation & Rotorcraft Section, International Validation Branch, FAA; or EASA; or Airbus Helicopters' EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(i) Reporting Not Required

Although Airbus Helicopters SB No. AS332-53.01.97, Revision 0; and Airbus Helicopters SB No. EC 225-53-061, Revision 0; specify to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Credit for Previous Actions

(1) This paragraph provides credit for the installation of the rail support cut-out required by paragraph (g)(1)(i) of this AD, if that action was performed before June 27, 2018 (the effective date of AD 2018-11-01) using Airbus Helicopters MOD 0728090 or Airbus Helicopters SB No. 05-019, Revision 4, dated September 22, 2014.

(2) This paragraph provides credit for the actions required by paragraphs (g)(1) and (2) of this AD, if the actions were performed before the effective date of this AD using Airbus Helicopters ASB No. EC225-05A038, Revision 0, dated April 15, 2014; or Airbus Helicopters ASB No. AS332-05.00.97, Revision 0, dated April 15, 2014.

(k) Special Flight Permits

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 can be performed, provided no passengers are onboard.

(l) Alternative Methods of Compliance (AMOCs)

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

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

(m) Related Information

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

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

(3) The subject of this AD is addressed in European Union Aviation Safety Agency (EASA) AD 2021-0075, dated March 16, 2021. You may view the EASA AD at https://www.regulations.gov in Docket No. FAA-2021-0873.

(n) Material Incorporated by Reference

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

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

(i) Airbus Helicopters Alert Service Bulletin No. AS332-05.00.97, Revision 1, dated February 9, 2021.

(ii) Airbus Helicopters Alert Service Bulletin No. EC225-05A038, Revision 1, dated February 9, 2021.

(iii) Airbus Helicopters Service Bulletin No. AS332-53.01.97, Revision 0, dated February 9, 2021.

(iv) Airbus Helicopters Service Bulletin No. EC225-53-061, Revision 0, dated February 9, 2021.

(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 December 10, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-28469 Filed 1-4-22; 8:45 am]

2021-26-15 Vulcanair S.p.A.: Amendment 39-21874; Docket No. FAA-2021-0871; Project Identifier MCAI-2020-01581-A.

(a) Effective Date

This airworthiness directive (AD) is effective February 15, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Vulcanair S.p.A. (Vulcanair) Model P.68C, P.68C-TC, P.68 "OBSERVER," P.68 OBSERVER 2, P.68R, and P.68TC OBSERVER airplanes, serial numbers 333, 337 to 339 inclusive, 378, 379, and 383 and larger (except serial numbers 387 and 398), certificated in any category, with a stabilator trim control cable part number 5.6067-1, 5.6161-1, 5.6171-1, 5.6231-2, or 5.6231-4 installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 2740, Stabilizer Control System.

(e) Unsafe Condition

This AD was prompted by a damaged stabilator trim control cable connected to the stabilator trim actuator assembly, mounted on fuselage frame No. 16. The FAA is issuing this AD to detect and address failure of a stabilator trim control cable, which could prevent trim surface control thereby leaving the cable remaining in the last position. The unsafe condition, if not addressed, could result in reduced control of the airplane.

(f) Compliance

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

(g) Required Actions

Before a stabilator trim control cable part number 5.6067-1, 5.6161-1, 5.6171-1, 5.6231-2, or 5.6231-4 accumulates more than 400 hours time-in-service (TIS) since first installation on an airplane or within 50 hours TIS after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed 50 hours TIS, visually inspect the stabilator trim control cable for broken wires and replace the stabilator trim control cable before further flight if there is broken wire in a strand in accordance with steps 1 through 22 of Part 2 Work Procedure in Vulcanair S.p.A. P.68 Variants Service Bulletin No. 263, dated October 20, 2020.

(h) Reporting

Within 14 days after the initial inspection required by paragraph (g) of this AD or within 14 days after the effective date of this AD, whichever occurs later, report the results of the initial inspection to Vulcanair at continued.airworthiness@vulcanaair.com or at the address in paragraph (l)(3) of this AD. Thereafter, report the inspection results within 14 days after each inspection. Each report must include the following information:

(1) Owner/operator name, mailing address, phone number, and email address;
(2) Airplane model, serial number, and registration number;
(3) Airplane hours TIS at the time of the inspection;
(4) Stabilator trim control cable hours TIS at the time of the inspection;
(5) Date of the inspection;
(6) Inspection result (positive or negative); and
(7) A description of any non-conformity (damage).

(i) Special Flight Permit

Special flight permits are prohibited.

(j) Alternative Methods of Compliance (AMOCs)

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

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

(k) Related Information

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

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2020-0262, dated November 30, 2020, 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-2021-0871.

(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) Vulcanair S.p.A. P.68 Variants Service Bulletin No. 263, dated October 20, 2020.

(ii) [Reserved]

(3) For service information identified in this AD, contact Vulcanair S.p.A., Fulvio Oloferni, via Giovanni Pascoli, 7, Naples, 80026, Italy; phone: +39 081 5918 135; email: airworthiness@vulcanair.com; website: www.vulcanair.com.

(4) You may view this service information at FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. For information on the availability of this material at the FAA, call (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 10, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2022-00056 Filed 1-10-22; 8:45 am]

2021-26-18 Airbus Helicopters: Amendment 39-21877; Docket No. FAA-2021-0839; Project Identifier MCAI-2020-01697-R.

(a) Effective Date

This airworthiness directive (AD) is effective February 9, 2022.

(b) Affected ADs

This AD replaces AD 2020-21-01, Amendment 39-21274 (85 FR 63440, October 8, 2020) (AD 2020-21-01).

(c) Applicability

This AD applies to the Airbus Helicopters model helicopters, certificated in any category, as identified in paragraphs (c)(1) through (3) of this AD.

(1) Model AS-365N2, AS 365 N3, and SA-365N1, all serial numbers on which Airbus Helicopters modification 0763B64 has been embodied, except those on which Airbus Helicopters modification 0763C81 has been embodied.

(2) Model SA-365C1, SA-365C2, and SA-365N, all serial numbers on which Airbus Helicopters modification 0763B64 has been embodied.

(3) Model EC 155B and EC155B1, all serial numbers, except those on which Airbus Helicopters modification 0763C81 has been embodied.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by several reported occurrences of loss of tightening torque of the Shur-Lok nut, which serves as a retainer of the main gear box (MGB) tail rotor (T/R) drive flange. The FAA is issuing this AD to detect and address loss of tightening torque of the Shur-Lok nut. The unsafe condition, if not addressed, could result in loosening of the Shur-Lok nut, possibly resulting in disengagement of the Shur-Lok nut threads, reduction of T/R drive control, rear transmission vibrations, and subsequent reduced control of the helicopter.

(f) Compliance

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

(g) Required Actions

This paragraph restates the requirements of paragraph (e) of AD 2020-21-01 with no changes. Within 600 hours time-in-service after November 12, 2020 (the effective date of AD 2020-21-01):

(1) For Model AS-365N2, AS 365N3, and SA-365N1 helicopters:

(i) Without removing the tail drive shaft flange (a), remove the sliding flange (b) from the flexible coupling (c) as shown in Detail "B" of Figure 1, PRE MOD, of Airbus Helicopters Alert Service Bulletin (ASB) No. AS365-63.00.19, Revision 1, dated January 31, 2019 (ASB AS365-63.00.19, Revision 1); replace the 3 bolts (d) and remove from service the 3 washers (e).

(ii) Install the sliding flange (b) with aft output stop (1) part number (P/N) 365A32-7836-20 as shown in Detail "B" of Figure 1, POST MOD, of ASB AS365-63.00.19, Revision 1, and by following the Accomplishment Instructions, paragraph 3.B.2.b, of ASB AS365-63.00.19, Revision 1.

(2) For Model EC 155B and EC155B1 helicopters with modification 0763B64 embodied:

(i) Without removing the Shur-Lok nut (a), remove the sliding flange (b) from the flexible coupling (c) as shown in Detail "B" of Figure 1, PRE MOD, of Airbus Helicopters ASB No. EC155-63A013, Revision 1, dated January 31, 2019 (ASB EC155-63A013, Revision 1); replace the 3 bolts (d) and remove from service the 3 washers (e).

(ii) Install the sliding flange (b) with aft output stop (1) P/N 365A32-7836-20 as shown in Detail "B" of Figure 1, POST MOD, of ASB EC155-63A013, Revision 1, and by following the Accomplishment Instructions, paragraph 3.B.2.b, of ASB EC155-63A013, Revision 1.

Note 1 to paragraph (g)(2)(ii): ASB EC155-63A013, Revision 1 refers to the "aft output stop" as "rear output stop."

(h) New Required Actions

For Model SA-365C1, SA-365C2, and SA-365N helicopters; and Model EC 155B and EC155B1 helicopters without modification 0763B64 embodied: Within 600 hours time-in-service after the effective date of this AD, modify the MGB T/R drive flange installation, in accordance with paragraph 3.B.2., "Procedure," of the Accomplishment Instructions of the applicable service information specified in paragraphs (h)(1) through (3) of this AD, except as specified in paragraph (i) of this AD.

(1) Airbus Helicopters ASB SA365-65.52, Revision 1, dated July 22, 2020.

(2) Airbus Helicopters ASB AS365-63.00.26, Revision 0, dated July 22, 2020.

(3) ASB EC155-63A013, Revision 1.

(i) Exceptions to Service Information

Where the service information identified in paragraph (h) of this AD specifies to discard certain parts, this AD requires removing those parts from service.

(j) Special Flight Permits

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

(k) Alternative Methods of Compliance (AMOCs)

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

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

(l) Related Information

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

(2) The subject of this AD is addressed in European Union Aviation Safety Agency (EASA) AD 2020-0287, dated December 21, 2020. You may view the EASA AD at https://www.regulations.gov in Docket No. FAA-2021-0839.

(m) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on February 9, 2022.

(i) Airbus Helicopters Alert Service Bulletin (ASB) No. AS365-63.00.26, Revision 0, dated July 22, 2020.

(ii) Airbus Helicopters ASB No. SA365-65.52, Revision 1, dated July 22, 2020.

(4) The following service information was approved for IBR on November 12, 2020 (85 FR 63440, October 8, 2020).

(i) Airbus Helicopters ASB No. AS365-63.00.19, Revision 1, dated January 31, 2019.

(ii) Airbus Helicopters ASB No. EC155-63A013, Revision 1, dated January 31, 2019.

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

(6) 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.

(7) 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 15, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-28471 Filed 1-4-22; 8:45 am]

2022-01-06 Cameron Balloons Ltd.: Amendment 39-21894; Docket No. FAA-2021-1171; Project Identifier MCAI-2021-01361-Q.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

(1) This AD applies to hot air balloons, certificated in any category, with the following Cameron Balloons Ltd. fuel cylinder if fitted with a flange adapter with part number (P/N) CB437 machine-engraved on the flange adapter:

(i) P/Ns CB2901, CB2902, and CB2903;

(ii) Stainless steel fuel cylinder P/Ns CB426, CB497, CB599, CB959, CB2088, V20, V30, and V40;

(iii) Titanium fuel cylinder P/Ns CB2380, CB2383, CB2385, CB2387, and T30 (CY-050-A-001); and

(iv) "Worthington" aluminum fuel cylinder P/N CB250.

Note 1 to paragraph (c)(1): Figures 1 through 3 of Cameron Balloons Service Bulletin SB No. 32, Revision 4, dated November 3, 2021, show examples of flange adapters with P/N CB437 machine-engraved and hand-stamped.

(2) The affected fuel cylinders may be installed on hot air balloons models including, but not limited to, those of the following design approval holders:

(i) Aerostar International, Inc.;

(ii) Ballonbau Worner GmbH;

(iii) Balóny Kubíček spol. s.r.o.;

(iv) Cameron Balloons Ltd.;

(v) Eagle Balloons Corp.;

(vi) JR Aerosports, Ltd (type certificate previously held by Sundance Balloons (US));

(vii) Lindstrand Balloons Ltd.; and

(viii) Michael D. McGrath (type certificate subsequently transferred to Andrew Philip Richardson, Adams Aerostats LLC).

(d) Subject

Joint Aircraft System Component (JASC) Code 2800, Aircraft Fuel System.

(e) Unsafe Condition

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI identifies the unsafe condition as fuel cylinder leakage of liquid propane caused by impinged threading on cylinder bosses having loose quick shut-off (QSO) flanged adaptors. The FAA is issuing this AD to detect and prevent fuel leakage of liquid propane. The unsafe condition, if not addressed, could result in a fire and consequent emergency landing.

(f) Compliance

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

(g) Actions

(1) Before further flight after the effective date of this AD, inspect each fuel cylinder for leakage around the threaded joint between the QSO valve adaptor flange and the cylinder boss using leak detector fluid.

(i) If there is any leakage, before further flight, replace the fuel cylinder with one that has a handwheel valve or flange adapter installed by following the instructions in Section 3.2 or 3.3 of Cameron Balloons CBL/TN/DCB/3287, Issue C, dated October 14, 2021.

(ii) If there is no leakage, before further flight, do a torque test of the fuel cylinder by following Section 2 of Cameron Balloons CBL/TN/DCB/3287, Issue C, dated October 14, 2021. If the fuel cylinder fails the torque test, before further flight, replace the fuel cylinder with one that has a handwheel valve or flange adapter installed by following the instructions in Section 3.2 or 3.3 of Cameron Balloons CBL/TN/DCB/3287, Issue C, dated October 14, 2021.

(2) Within 4 months after the effective date of this AD, unless done before further flight in paragraph (g)(1)(i) or (ii) of this AD, replace the flange adapter by following Section 3.3 of Cameron Balloons CBL/TN/DCB/3287, Issue C, dated October 14, 2021.

Note 2 to paragraph (g)(2): You may replace the flange adapter in accordance with paragraph (g)(2) of this AD before further flight after the effective date of this AD instead of doing the inspection in paragraph (g)(1) of this AD.

(3) As of the effective date of this AD, do not install on any hot air balloon a fuel cylinder with a flange adapter with a machine-engraved P/N CB437, unless it is engraved Issue H (“CB437/H”) or later.

(h) Special Flight Permit

Special flight permits are prohibited.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (j)(1) of this AD and email 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 Mike Kiesov, Aviation Safety Engineer, FAA, General Aviation & Rotorcraft Section, International Validation Branch, 901 Locust, Room 301, Kansas City, MO 64106; phone: (816) 329-4144; email: mike.kiesov@faa.gov.

(2) Refer to United Kingdom (UK) Civil Aviation Authority (CAA) AD G-2021-0014R1-E, dated December 10, 2021, for more information. You may examine the UK CAA AD in the AD docket at https://www.regulations.gov by searching for and locating Docket No. FAA-2021-1171.

(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) Cameron Balloons CBL/TN/DCB/3287, Issue C, dated October 14, 2021.

(ii) [Reserved]

(3) For service information identified in this AD, contact Camron Balloons Ltd., St John Street, Bedminster, Bristol, BS3 4NH, United Kingdom; phone: +44 0 117 9637216; email: technical@cameronballoons.co.uk.

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, Missouri 64106. 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 23, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021-28348 Filed 12-30-21; 8:45 am]

2022-01-09 Stemme AG: Amendment 39-21897; Docket No. FAA-2021-1175; Project Identifier MCAI-2021-01409-G.

(a) Effective Date

This airworthiness directive (AD) is effective January 27, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Stemme AG Model Stemme S 10-VT and Stemme S 12 gliders, all serial numbers, certificated in any category, with a freewheel clutch part number (P/N) 12AK with a serial number (S/N) starting with "12-" installed.

Note 1 to paragraph (c): Stemme Service Bulletin Doc. No. P062-980058, Revision 1, dated December 14, 2021, contains guidance for identifying the S/N of a P/N 12AK freewheel clutch.

(d) Subject

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

(e) Unsafe Condition

This AD results from 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 unintended slipping of the freewheel clutch with overheating (burnishing) of the friction pads inside of the clutch. The unsafe condition, if not addressed, could result in a loss of thrust and consequent loss of glider control.

(f) Required Action and Compliance

(1) Before further flight after the effective date of this AD, remove the freewheel clutch from service.

(2) As of the effective date of this AD, do not install a freewheel clutch P/N 12AK with an S/N starting with "12-" on any glider.

(g) 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 (h)(1) of this AD and email 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.

(h) Related Information

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

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2021-0278-E, dated December 15, 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-2021-1175.

(3) For service information identified in this AD, contact Stemme AG, Flugplatzstrasse F2, Nr. 6-7, D-15344 Strausberg, Germany; phone: +49 (0) 3341 3612-0; fax: +49 (0) 3341 3612-30; email: airworthiness@stemme.de; website: https://www.stemme.com. 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 (817) 222-5110.

(i) Material Incorporated by Reference

None.

Issued on January 4, 2022.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2022-00348 Filed 1-11-22; 8:45 am]

2022-02-01 Sikorsky Aircraft Corporation: Amendment 39-21898; Docket No. FAA-2021-0689; Project Identifier AD-2020-01589-R.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Sikorsky Aircraft Corporation Model S-92A helicopters, certificated in any category, with a main rotor stationary swashplate assembly (swashplate assembly) part number (P/N) 92104-15011-042 or P/N 92104-15011-043 that has accumulated 1,600 or more total hours time-in-service, installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 6230: Main Rotor Mast/Swashplate.

(e) Unsafe Condition

This AD was prompted by the discovery of a crack on the swashplate assembly inner ring. This condition, if not detected and corrected, could result in fretting wear on the shoulder that supports the clamp-up of the uniball outer race, failure of the swashplate assembly, and subsequent loss of control of the helicopter.

(f) Compliance

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

(g) Required Actions

(1) Within 50 hours time-in-service (TIS) after the effective date of this AD, and thereafter at intervals not to exceed 50 hours TIS, visually inspect the swashplate assembly for a crack, nick, dent, and scratch, by following the Accomplishment Instructions, Section 3, paragraph B. (except paragraphs B.(2)(a) through (c)) of Sikorsky S-92 Helicopter Alert Service Bulletin ASB 92-62-009, Basic Issue, dated February 6, 2019.

(2) If there is a crack, nick, dent, or scratch that exceeds the allowable limits, before further flight, remove the swashplate assembly from service.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Boston ACO, Compliance & Airworthiness Division, 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 Jared Hyman, Aerospace Engineer, Boston ACO Branch, Compliance & Airworthiness Division, FAA, 1200 District Avenue, Burlington, Massachusetts 01803; telephone (781) 238-7799; email: 9-AVS-AIR-BACO-COS@faa.gov.

(j) Material Incorporated by Reference

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

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

(i) Sikorsky S-92 Helicopter Alert Service Bulletin ASB 92-62-009, Basic Issue, dated February 6, 2019.

(ii) [Reserved]

(3) For Sikorsky Aircraft Corporation service information identified in this AD, contact your local Sikorsky Field Representative or Sikorsky's Service Engineering Group at Sikorsky Aircraft Corporation, Mailstop K100, 124 Quarry Road, Trumbull, CT 06611; telephone 1-800-946-4337 (1-800-Winged-S); email wcs_cust_service_eng.gr-sik@lmco.com. Operators may also log on to the Sikorsky 360 website at https://www.sikorsky360.com.

(4) You may view this service information at 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 January 4, 2022.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2022-00748 Filed 1-12-22; 11:15 am]

FAA-2021-1003 Bell Textron Inc. (Type Certificate Previously Held by Bell Helicopter Textron Inc.): Amendment 39-21899; Docket No. FAA-2021-1003; Project Identifier AD-2021-01141-R.

(a) Effective Date

This airworthiness directive (AD) is effective February 16, 2022.

(b) Affected ADs

This AD replaces AD 2021-15-51, Amendment 39-21678 (86 FR 43406, August 9, 2021) (AD 2021-15-51).

(c) Applicability

This AD applies to Bell Textron Inc. (type certificate previously held by Bell Helicopter Textron Inc.) Model 204B, 205A, 205A-1, 205B, 210, and 212 helicopters, certificated in any category, with an outboard main rotor hub strap pin (pin) part number 204-012-104-005 with a serial number prefix "FNFS" installed.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a fatal accident in which a pin sheared off during flight, which resulted in the main rotor blade and the main rotor head detaching from the helicopter. The FAA is issuing this AD to address this unsafe condition and prevent loss of control of the helicopter.

(f) Compliance

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

(g) Required Actions

(1) For Model 204B, 205A, 205A-1, 205B, and 212 helicopters:

(i) Before further flight from August 24, 2021 (the effective date of AD 2021-15-51), remove from service any pin that is identified in paragraph (c) of this AD.

(ii) After August 24, 2021 (the effective date of AD 2021-15-51), do not install any pin that is identified in paragraph (c) of this AD on any helicopter.

(2) For Model 210 helicopters:

(i) Before further flight after the effective date of this AD, remove from service any pin that is identified in paragraph (c) of this AD.

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

(h) Special Flight Permits

Special flight permits are prohibited.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, DSCO Branch, Compliance & Airworthiness Division, 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 DSCO Branch, send it to the attention of the person identified in paragraph (j) 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.

(j) Related Information

For more information about this AD, contact David Wilson, Aerospace Engineer, DSCO Branch, Compliance & Airworthiness Division, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5786; email david.wilson@faa.gov.

(k) Material Incorporated by Reference

None.

Issued on January 4, 2022.
Ross Landes,
Deputy Director for Regulatory Operations, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2022-00351 Filed 1-11-22; 8:45 am]