The FAA is considering discontinuing the printing of this AD Biweekly Report. All FAA documents are available for free at drs.faa.gov and the AD Biweekly Reports will be added in the next few months. If you would like to provide feedback on this change, please contact rgl@faa.gov.

FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

SMALL AIRPLANES, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2022-04

1/31/2022 - 2/13/2022

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 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

Biweekly 2022-03

2021-26-12		Stemme AG	Stemme S 12
2021-26-16		Various Restricted Category Helicopters	UH-1H
2021-26-21		Pilatus Aircraft Ltd.	PC-24
2021-26-24		Leonardo S.p.a.	A109A and A109A II
2021-26-25		Schempp-Hirth Flugzeugbau GmbH	Duo Discus; Duo Discus T
2021-26-26	R 2005-12-08	Safran Helicopter Engines, S.A.	Arrius 2B1, Arrius 2B1A, and Arrius 2B2
2021-26-29		Leonardo S.p.a.	AW169
2022-02-17		Airbus Helicopters Deutschland GmbH	MBB-BK 117 C-2, MBB-BK 117 D-2, and MBB-BK 117 D-3
2022-03-03	R 2021-22-20	Austro Engine GmbH	E4 and E4P
2022-03-07		Stemme AG	S6 and S6-RT

Biweekly 2022-04

2022-01-01		Airbus Helicopters	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350D, EC130B4, and EC130T2; AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP; SA-365C1, SA-365C2, SA-365N, SA-365N1, AS-365N2, and AS 365 N3
2022-01-03		Umlaut Engineering GmbH	hand-held P3HAFEX fire extinguisher
2022-02-02	COR R 2021-15-51	Bell Textron Inc.	204B, 205A, 205A-1, 205B, 210, and 212
2022-02-04		Airbus Helicopters	AS350B, AS350B2, AS350B3, and AS350BA
2022-02-06		Airbus Helicopters	EC120B
2022-02-08		Leonardo S.p.a.	AB412 and AB412 EP
2022-02-12		Leonardo S.p.a.	AB139 and AW139
2022-02-13		Airbus Helicopters	EC120B
2022-02-19		Airbus Helicopters Deutschland GmbH	EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, and EC135T3
2022-02-20		Airbus Helicopters Deutschland GmbH	MBB-BK 117 C-2 and MBB-BK 117 D-2

AD No.	Information	Manufacturer	Applicability
Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects			
2022-03-01		Diamond Aircraft Industries GmbH	DA 42 NG; DA 42, and DA 42 M-NG
2022-03-04	R 80-13-10 R 80-13-12 R1 R 2008-03-01	Viking Air Limited	DHC-6-1, DHC-6-100, DHC-6-200, DHC-6-300, and DHC-6-400
2022-03-08		Fiberglas-Technik Rudolf Lindner GmbH & Co. KG	G102 ASTIR CS; G103 TWIN ASTIR, G103 TWIN II, G103A TWIN II ACRO, G103 C TWIN III ACRO, and G 103 C TWIN III SL
2022-03-09	A 2020-08-02	Sikorsky Aircraft Corporation	S-76D
2022-03-23		Textron Aviation Inc.	300, 300LW, B300, and B300C

2022-01-01 Airbus Helicopters: Amendment 39-21889; Docket No. FAA-2021-0947; Project Identifier MCAI-2021-00195-R.

(a) Effective Date

This airworthiness directive (AD) is effective March 7, 2022.

(b) Affected ADs

None.

(c) Applicability

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

(1) Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350D, EC130B4, and EC130T2 helicopters.

(2) Model AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters.

(3) Model SA-365C1, SA-365C2, SA-365N, SA-365N1, AS-365N2, and AS 365 N3 helicopters.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report of increased vibration during flight on an Airbus Helicopters Model AS 365 helicopter. Subsequent investigation found a total loss of tightening torque of one screw connecting the main rotor (MR) pitch rod to the horn of its upper link, which led to abnormal wear of the screw and consequently increased the vibrations coming from the MR control chain to the pilot's flight controls. The FAA is issuing this AD to address loss of tightening torque of the screws connecting the MR pitch rods to the horns of the upper links. The unsafe condition, if not addressed, could result in loss of one or more MR pitch rod upper links, possibly resulting in loss of control of the helicopter.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2021-0048, dated February 16, 2021 (EASA AD 2021-0048).

(h) Exceptions to EASA AD 2021-0048

(1) Where EASA AD 2021-0048 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(2) Where EASA AD 2021-0048 refers to its effective date, this AD requires using the effective date of this AD.

(3) Where the service information referenced in EASA AD 2021-0048 specifies discarding parts, this AD requires removing those parts from service.

(4) This AD does not mandate compliance with the "Remarks" section of EASA AD 2021-0048.

(5) Where a work card in the service information referenced in EASA AD 2021-0048 specifies returning a part to the manufacturer, this AD does not include that requirement.

(6) For Model AS350 helicopters: For the visual inspection of the pitch rod upper link, where a work card in the service information referenced in EASA AD 2021-0048 specifies to do an inspection of a pitch rod body for any dent, impact, scratch, or corrosion, and any dent, impact, scratch, or corrosion is found, this AD requires replacing the pitch rod before further flight.

(7) For Model AS355 helicopters: For the visual inspection of the pitch rod upper link, where a work card in the service information referenced in EASA AD 2021-0048 specifies to do an inspection of a pitch rod body for any impact, scratch, strike, or corrosion, and any impact, scratch, strike, or corrosion is found, this AD requires replacing the pitch rod before further flight.

(8) For Model SA365 helicopters: For the visual inspection of the pitch rod upper link, where a work card in the service information referenced in EASA AD 2021-0048 specifies to "check bonding and state retaining ring on the pitch rods," and any discrepancy (e.g., disbonding) is found and no corrective action is specified, before further flight, contact the Manager, General Aviation & Rotorcraft Section, International Validation Branch FAA; or EASA; or Airbus Helicopters' EASA Design Organization Approval (DOA); for approved corrective actions, and accomplish those actions before further flight. If approved by the DOA, the approval must include the DOA-authorized signature.

(9) For Model SA365 helicopters: For the visual inspection of the pitch horn, if any discrepancy (corrosion, scratch, impact, crack, or debonded retaining ring) is found during the inspection of the pitch horn and there is no corrective action specified in the work card in the service information referenced in EASA AD 2021-0048, before further flight, contact the Manager, General Aviation & Rotorcraft Section, International Validation Branch, FAA; or EASA; or Airbus Helicopters' EASA DOA; for approved corrective actions, and accomplish those actions before further flight. If approved by the DOA, the approval must include the DOA-authorized signature.

(10) For Model AS365 helicopters: For the visual inspection of the pitch horn, where a work card in the service information referenced in EASA AD 2021-0048 specifies to do a dye penetrant inspection "if in doubt," this AD requires doing a dye penetrant inspection.

(11) For Model AS350 and EC130 helicopters: Where a work card in the service information referenced in EASA AD 2021-0048 refers to "the pitch change lever," for this AD, that term is equivalent to "pitch horn."

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2021-0048 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 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.

(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 2021-0048, dated February 16, 2021.

(ii) [Reserved]

(3) For EASA AD 2021-0048, 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-2021-0947.

(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 December 21, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2022-01864 Filed 1-28-22; 8:45 am]

2022-01-03 Umlaut Engineering GmbH (Previously P3 Engineering GmbH) HAFEX (Halon-Free) Hand-Held Fire Extinguishers: Amendment 39-21891; Docket No. FAA-2021-0843; Project Identifier MCAI-2020-00256-Q.

(a) Effective Date

This airworthiness directive (AD) is effective March 7, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Umlaut Engineering GmbH (previously P3 Engineering GmbH) HAFEX (Halon-free) hand-held P3HAFEX fire extinguisher (fire extinguisher) part numbers P3APP003010A and P3APP003010C with a manufacturing date of March 2019 through July 2019 inclusive and with a serial number listed in Appendix 1 of Umlaut Vendor Service Bulletin Doc. No. P3VSB000001, Issue C, dated December 13, 2019, or Umlaut Vendor Service Bulletin Doc. No. P3VSB000001, Issue D, dated September 9, 2020. These fire extinguishers may be installed on but not limited to the following aircraft certificated in any category:

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

(2) Airbus Helicopters Deutschland GmbH (AHD) Model EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T3, MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2, MBB-BK117 C-1, MBB-BK117 C-2, and MBB-BK117 D-2 helicopters;

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

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

(d) Subject

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

(e) Unsafe Condition

This AD defines the unsafe condition as a non-conforming fire extinguisher, which could prevent proper extinguishing of a fire in the cabin, and result in subsequent damage to the helicopter and injury to the occupants.

(f) Compliance

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

(g) Required Actions

(1) Within 12 months after the effective date of this AD, remove each fire extinguisher identified in the introductory text of paragraph (c) from service.

(2) As of the effective date of this AD, do not install a fire extinguisher identified in the introductory text of paragraph (c) of this AD on any aircraft.

(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) The subject of this AD is addressed in European Union Aviation Safety Agency (EASA) AD 2020-0013, dated January 29, 2020. You may view the EASA AD at https://www.regulations.gov in Docket No. FAA-2021-0843.

(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 this AD specifies otherwise.

(i) Umlaut Vendor Service Bulletin Doc. No. P3VSB000001, Issue C, dated December 13, 2019.

(ii) Umlaut Vendor Service Bulletin Doc. No. P3VSB000001, Issue D, dated September 9, 2020.

(3) For Umlaut service information identified in this AD, contact Umlaut Engineering, Blohmstrasse 12, Hamburg, Germany 21079, Phone: 49 0 40 75 25 779 0, email: hafex@umlaut.com, or web: https://www.umlaut.com/hafex.

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

(5) You may view this 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 December 21, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2022-01859 Filed 1-28-22; 8:45 am]

2022-02-02 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 27, 2022.

Gaetano A. Sciortino,

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

[FR Doc. 2022-02131 Filed 2-8-22; 8:45 am]

2022-02-04 Airbus Helicopters: Amendment 39-21901; Docket No. FAA-2021-1181; Project Identifier MCAI-2021-00562-R.

(a) Effective Date

This airworthiness directive (AD) becomes effective February 25, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Helicopters Model AS350B, AS350B2, AS350B3, and AS350BA helicopters, certificated in any category, serial numbers 1241, 1525, 1601, 1708, 1825, 1910, 1973, 2056, 2072, 2361, 2394, 3170, 3223, 3479, 3789, 9005, 9010, and 9035.

(d) Subject

Joint Aircraft System Component (JASC) Code 2997, Hydraulic Power System Wiring.

(e) Unsafe Condition

This AD was prompted by a report that a modification of the electrical wiring of the hydraulic system was wrongly embodied on certain helicopters, and a wiring non-conformity caused the solenoid of the tail rotor (TR) load compensator to de-energize when the "HYD" cut-off switch was activated. The FAA is issuing this AD to address the unsafe condition, which if not corrected, could lead to loss of hydraulic power in TR control during application of the emergency procedure for loss of main rotor (MR) hydraulic, or during hydraulic off training when the "HYD" cut-off switch is activated, possibly resulting in loss of control of the helicopter.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) Emergency AD 2021-0123-E, dated May 7, 2021 (EASA AD 2021-0123-E).

(h) Exceptions to EASA AD 2021-0123-E

(1) Where EASA AD 2021-0123-E refers to its effective date, this AD requires using the effective date of this AD.

(2) The "Remarks" section of EASA AD 2021-0123-E does not apply to this AD.

(3) Where EASA AD 2021-0123-E refers to flight hours (FH), this AD requires using hours time-in-service.

(4) Where Paragraph (1) of EASA AD 2021-0123-E specifies "do not perform any training of in-flight hydraulic off as specified in FMS SUP.7," this AD requires installing a placard in the cockpit, in full view of the pilots, with the specific statement "Do not perform any training of in-flight hydraulic off as specified in FMS SUP.7."

(5) Where EASA AD 2021-0123-E refers to "discrepancies," for the purposes of this AD the definition of "discrepancies" is failure of the functional check.

(6) Where the service information referenced in EASA AD 2021-0123-E specifies to scrap certain wires, this AD requires removing those wires from service.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2021-0123-E 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; phone: (516) 228-7323; email: Darren.Gassetto@faa.gov.

(l) Material Incorporated by Reference

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

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

(i) European Union Aviation Safety Agency (EASA) Emergency AD 2021-0123-E, dated May 7, 2021.

(ii) [Reserved]

(3) For EASA AD 2021-0123-E, 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-2021-1181.

(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 January 6, 2022.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2022-02759 Filed 2-9-22; 8:45 am]

2022-02-06 Airbus Helicopters: Amendment 39-21903; Docket No. FAA-2021-0886; Project Identifier MCAI-2021-00341-R.

(a) Effective Date

This airworthiness directive (AD) is effective March 17, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus Helicopters Model EC120B helicopters, certificated in any category.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 6410, Tail Rotor Blades.

(e) Unsafe Condition

This AD was prompted by a report of geometrical non-conformities in the tail rotor blade (TRB) root section discovered during an accident investigation of a Model EC130B helicopter. Due to the similarity of design and production requirements, certain TRBs for the Model EC120B helicopters were inspected and geometrical non-conformities were also found. The FAA is issuing this AD to detect and correct geometrical non-conformities of the TRB root section. The unsafe condition, if not addressed, could result in crack initiation and TRB failure, and possibly result in loss of control of the helicopter.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2021-0079, dated March 17, 2021 (EASA AD 2021-0079).

(h) Exceptions to EASA AD 2021-0079

(1) Where EASA AD 2021-0079 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(2) Where EASA AD 2021-0079 refers to its effective date, this AD requires using the effective date of this AD.

(3) Where the service information referenced in EASA AD 2021-0079 specifies discarding a part, this AD requires removing that part from service.

(4) This AD does not mandate compliance with the "Remarks" section of EASA AD 2021-0079.

(5) Where the service information referenced in EASA AD 2021-0079 specifies to measure using the Smartphone application, the PowerPoint method, or "Contacting customer support with a specific procedure," this AD requires determining the specified measurements but those methods of measurement are not required by this AD.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2021-0079 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 actions of this AD can be performed, provided no passengers are onboard.

(k) Alternative Methods of Compliance (AMOCs)

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

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

(l) Related Information

For more information about this AD, contact Andrea Jimenez, Aerospace Engineer, 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.

(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 2021-0079, dated March 17, 2021.

(ii) [Reserved]

(3) For EASA AD 2021-0079, 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-2021-0886.

(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 January 7, 2022.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2022-02748 Filed 2-9-22; 8:45 am]

2022-02-08 Leonardo S.p.a.: Amendment 39-21905; Docket No. FAA-2021-1184; Project Identifier MCAI-2021-00573-R.

(a) Effective Date

This airworthiness directive (AD) becomes effective February 25, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Leonardo S.p.a. Model AB412 and AB412 EP helicopters, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code: 7320, Fuel Controlling system.

(e) Unsafe Condition

This AD was prompted by a report that certain oil and fuel check valves are susceptible to cracking. The FAA is issuing this AD to detect cracks and prevent a lack of engine lubrication, fuel or oil leakage, and loss of fuel supply to the engine, possibly resulting in an engine in-flight shut-down or fire and subsequent loss of control of the helicopter.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2021-0126, dated May 10, 2021 (EASA AD 2021-0126).

(h) Exceptions to EASA AD 2021-0126

(1) Where EASA AD 2021-0126 refers to its effective date, this AD requires using the effective date of this AD.

(2) The "Remarks" section of EASA AD 2021-0126 does not apply to this AD.

(3) Where EASA AD 2021-0126 refers to flight hours (FH), this AD requires using hours time-in-service (TIS).

(4) Where paragraph (1) of EASA AD 2021-0126 specifies "inspect the helicopter in accordance with the instructions of Part I of the applicable ASB to determine if the helicopter is Group 1 or Group 2," for this AD replace "in accordance with the instructions of Part I of the applicable ASB" with "in accordance with the Accomplishment Instructions, Part I, paragraphs 2. through 3.2 of the of the applicable ASB."

(5) Where paragraph (2) of EASA AD 2021-0126 specifies "inspect each affected part in accordance with the instructions of Part II of the applicable ASB," for this AD replace "in accordance with the instructions of Part II of the applicable ASB" with "in accordance with the Accomplishment Instructions, Part II, paragraphs 3. and 3.1 of the applicable ASB."

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2021-0078 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 modified (if the operator elects to do so), provided no passengers are onboard.

(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; telephone (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 (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 2021-0126, dated May 10, 2021.

(ii) [Reserved]

(3) For EASA AD 2021-0126, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this EASA AD on the EASA website at https://ad.easa.europa.eu.

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

on the availability of this material at the FAA, call 817-222-5110. This material may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA-2021-1184.

(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 January 7, 2022.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2022-02760 Filed 2-9-22; 8:45 am]

2022-02-12 Leonardo S.p.a.: Amendment 39-21909; Docket No. FAA-2021-0964; Project Identifier 2018-SW-051-AD.

(a) Effective Date

This airworthiness directive (AD) is effective March 17, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Leonardo S.p.a. Model AB139 and AW139 helicopters, certificated in any category.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 5101, Aircraft Structures; and 6300, Main Rotor Drive Systems.

(e) Unsafe Condition

This AD was prompted by the identification of certain parts needing maintenance actions, including life limits and maintenance tasks. The FAA is issuing this AD to address the failure of certain parts, which could result in the loss of control of the helicopter.

(f) Compliance

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

(g) Required Action

Within 30 days after the effective date of this AD, incorporate into maintenance records required by 14 CFR 91.417(a)(2) or 135.439(a)(2), as applicable for your rotorcraft, the requirements (airworthiness limitations) specified in paragraph (1) of European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2018-0132, dated June 21, 2018 (EASA AD 2018-0132).

(h) Provisions for Alternative Requirements (Airworthiness Limitations)

After the action required by paragraph (g) of this AD has been done, no alternative requirements (airworthiness limitations) are allowed unless they are approved as specified in the provisions of the "Ref. Publications" section of EASA AD 2018-0132.

(i) Alternative Methods of Compliance (AMOCs)

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

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

(j) Related Information

For more information about this AD, contact Kristi Bradley, Program Manager, COS Program Management Section, Operational Safety Branch, Compliance & Airworthiness Division, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5110; email kristin.bradley@faa.gov.

(k) Material Incorporated by Reference

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

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

(i) European Aviation Safety Agency (EASA) AD 2018-0132, dated June 21, 2018.

(ii) [Reserved]

(3) For EASA AD 2018-0132, 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 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-2021-0964.

(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 January 11, 2022.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2022-02747 Filed 2-9-22; 8:45 am]

2022-02-13 Airbus Helicopters: Amendment 39-21910; Docket No. FAA-2021-0887; Project Identifier MCAI-2021-00045-R.

(a) Effective Date

This airworthiness directive (AD) is effective March 17, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Helicopters Model EC120B helicopters, certificated in any category.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 5302, Rotorcraft Tail Boom.

(e) Unsafe Condition

This AD was prompted by a report of corrosion found on the external tail boom skin of a Model EC120B helicopter under the Very High Frequency antenna. The FAA is issuing this AD to detect corrosion in that area and prevent the degradation of the tail boom structure. The unsafe condition, if not addressed, could result in possible roll-over during landing.

(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 AD 2021-0015, dated January 13, 2021 (EASA AD 2021-0015).

(h) Exceptions to EASA AD 2021-0015

(1) Where EASA AD 2021-0015 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where the service information referenced in paragraph (1) of EASA AD 2021-0015 specifies to check for corrosion, including to "make sure that there is no aluminum oxide (white powder)," "make sure that there is no pitting corrosion," and "make sure that there are no crack," this AD requires inspecting for any aluminum oxide (white powder), pitting corrosion, and cracks.

(3) Where the service information referenced in EASA AD 2021-0015 specifies discarding parts, this AD requires removing those parts from service.

(4) Where paragraph (4) of EASA AD 2021-0015 requires certain actions prior to the installation of a tail boom on any helicopter, including inspecting the tail boom, for this AD, the requirements of paragraph (h)(2) of this AD also apply to the inspection of the tail boom.

(5) This AD does not mandate compliance with the "Remarks" section of EASA AD 2021-0015.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2021-0015 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 Gregory Koenig, Aerospace Engineer, Airframe & Administrative Services Section, Chicago ACO Branch, Compliance & Airworthiness Division, FAA, 2300 E Devon Ave., Des Plaines, IL 60018; telephone (847) 294-7127; email Gregory.L.Koenig@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 2021-0015, dated January 13, 2021.

(ii) [Reserved]

(3) For EASA AD 2021-0015, 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-2021-0887.

(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 January 11, 2022.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2022-02749 Filed 2-9-22; 8:45 am]

2022-02-19 Airbus Helicopters Deutschland GmbH (AHD): Amendment 39-21916; Docket No. FAA-2021-1012; Project Identifier MCAI-2021-00697-R.

(a) Effective Date

This airworthiness directive (AD) is effective March 17, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Helicopters Deutschland GmbH (AHD) Model EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, and EC135T3 helicopters, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2021-0149, dated June 21, 2021 (EASA 2021-0149).

(d) Subject

Joint Aircraft Service Component (JASC) Code: 2510, Flight Compartment Equipment.

(e) Unsafe Condition

This AD was prompted by a report of restricted collective lever movement. Subsequent inspection determined that the emergency flashlight was stuck under that lever caused by entanglement of the emergency flashlight strap with the cargo hook emergency release lever, causing the emergency flashlight to leave its seat. The FAA is issuing this AD to address entanglement of the emergency flashlight strap with the cargo hook emergency release lever. The unsafe condition, if not addressed, could result in reduced control of the helicopter, resulting in 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 2021-0149.

(h) Exceptions to EASA AD 2021-0149

(1) Where EASA AD 2021-0149 refers to its effective date, this AD requires using the effective date of this AD.

(2) This AD does not mandate compliance with the "Remarks" section of EASA AD 2021-0149.

(i) Alternative Methods of Compliance (AMOCs)

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

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

(j) Related Information

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

(k) Material Incorporated by Reference

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

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

(i) European Union Aviation Safety Agency (EASA) AD 2021-0149, dated June 21, 2021.

(ii) [Reserved]

(3) For EASA AD 2021-0149, 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-2021-1012.

(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 January 18, 2022.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2022-02752 Filed 2-9-22; 8:45 am]

2022-02-20 Airbus Helicopters Deutschland GmbH (AHD): Amendment 39-21917; Docket No. FAA-2021-1007; Project Identifier MCAI-2021-00324-R.

(a) Effective Date

This airworthiness directive (AD) is effective March 17, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus Helicopters Deutschland GmbH (AHD) Model MBB-BK 117 C-2 and MBB-BK 117 D-2 helicopters, certificated in any category.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report that a collective bellcrank-K (affected part) was found incorrectly installed on a helicopter. Subsequent investigations found that the affected part was an in-service replacement, and that the position marking on that part was incorrect. The FAA is issuing this AD to address incorrect installation of a collective bellcrank-K, which could lead to unwanted collective input, resulting in reduced control of the helicopter.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2021-0074, dated March 15, 2021 (EASA AD 2021-0074).

(h) Exceptions to EASA AD 2021-0074

(1) Where EASA AD 2021-0074 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(2) Where EASA AD 2021-0074 refers to its effective date, this AD requires using the effective date of this AD.

(3) Where the service information referenced in EASA AD 2021-0074 specifies discarding a part, this AD requires removing that part from service.

(4) Where the service information referenced in EASA AD 2021-0074 specifies contacting Airbus Helicopters for instructions to rework a bellcrank-K, the rework must be accomplished using 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.

(5) Where the service information referenced in EASA AD 2021-0074 specifies to "forecast the compliance time of Part IV and schedule the accomplishment accordingly," for clarification, this AD requires doing the correction of the position marking of the bellcrank-K at the time specified in paragraph (3) of EASA AD 2021-0074.

(6) Where the service information referenced in EASA AD 2021-0074 specifies contacting Airbus Helicopters if there is mechanical damage or corrosion on the bushings of the bellcrank assembly, this AD does not require that action.

(7) This AD does not mandate compliance with the "Remarks" section of EASA AD 2021-0074.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2021-0074 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Alternative Methods of Compliance (AMOCs)

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

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

(k) Related Information

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

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference 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 2021-0074, dated March 15, 2021.

(ii) [Reserved]

(3) For EASA AD 2021-0074, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email ADs@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-2021-1007.

(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 January 18, 2022.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2022-02757 Filed 2-9-22; 8:45 am]

2022-03-01 Diamond Aircraft Industries GmbH: Amendment 39-21918; Docket No. FAA-2021-0952; Project Identifier 2019-CE-039-AD.

(a) Effective Date

This AD is effective March 17, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to:

(1) Diamond Aircraft Industries GmbH (DAI) Model DA 42 NG airplanes, serial numbers (S/N) 42.N303 through 42.N314, 42.N319, and 42.N320, certificated in any category, with a fuel tank connection hose part number (P/N) D4D-2817-10-70 installed; and

(2) DAI Models DA 42, DA 42 NG, and DA 42 M-NG airplanes, all serial numbers, certificated in any category, with a fuel tank connection hose P/N D4D-2817-10-70 identified in the Technical Details, section I.11, of Diamond Aircraft Mandatory Service Bulletin MSB 42-138/MSB 42NG-080, dated July 1, 2019 (issued as one document) (Diamond MSB 42-138/42NG-080), installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 2810, Fuel Storage.

(e) Unsafe Condition

This AD was prompted by mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as dissolved or detached fuel tank hose material entering the main fuel tank chambers. The FAA is issuing this AD to prevent restricted fuel flow, which could result in fuel starvation. The unsafe condition, if not addressed, could result in fuel starvation and reduced control of the airplane.

(f) Compliance

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

(g) Required Actions

(1) Within 100 hours time-in-service (TIS) after the effective date of this AD or within 4 months after the effective date of this AD, whichever occurs first, replace the main fuel tank connection hoses in accordance with the Instructions, sections III.1 and III.2, in DAI Work Instruction WI-MSB

42-138/WI-MSB 42NG-080, Revision 0, dated July 1, 2019, (issued as one document) attached to Diamond MSB 42-138/42NG-080. Instead of P/N D4D-2817-10-70_01, you may also replace a fuel tank connection hose with P/N D4D-2817-10-70 that is not identified in paragraph (c) of this AD.

(2) As of the effective date of this AD, do not install a fuel tank connection hose P/N D4D-2817-10-70 identified in paragraph (c) of this AD on any airplane.

(h) No Reporting Requirement

This AD does not require you to report information as specified in the Instructions, step III.1.12, in DAI Work Instruction WI-MSB 42-138/WI-MSB 42NG-080, Revision 0, dated July 1, 2019, (issued as one document) attached to Diamond MSB 42-138/42NG-080.

(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 Penelope Trease, Aviation Safety Engineer, General Aviation & Rotorcraft Section, International Validation Branch, FAA, 26805 E. 68th Avenue, Denver, CO 80249; phone: (303) 342-1094; fax: (303) 342-1088; email: penelope.trease@faa.gov.

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2019-0218, dated September 3, 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-2021-0952.

(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) Diamond Aircraft Mandatory Service Bulletin MSB 42-138/MSB 42NG-080, dated July 1, 2019 (issued as one document) published with Diamond Aircraft Work Instruction WI MSB 42-138/WI-MSB 42NG-080, Revision 0, dated July 1, 2019 (issued as one document) attached.

(ii) [Reserved]

(3) For service information identified in this AD, contact Diamond Aircraft Industries GmbH, N.A. Otto-Straβe 5, A-2700 Wiener Neustadt, Austria; phone: +43 2622 26700; fax: +43 2622 26780; email: office@diamond-air.at; website: https://www.diamondaircraft.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 January 18, 2022.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2022-02716 Filed 2-9-22; 8:45 am]

2022-03-04 Viking Air Limited (Type Certificate Previously Held by Bombardier, Inc. and de Havilland, Inc.): Amendment 39-21921; Docket No. FAA-2021-0960; Project Identifier 2019-CE-021-AD.

(a) Effective Date

This airworthiness directive (AD) is effective March 17, 2022.

(b) Affected ADs

This AD replaces the ADs specified in paragraphs (b)(1) through (3) of this AD.
(1) AD 80-13-10, Amendment 39-3812 (45 FR 43155, June 26, 1980).
(2) AD 80-13-12 R1, Amendment 39-4135 (46 FR 31251, June 15, 1981).
(3) AD 2008-03-01 Amendment 39-15350 (73 FR 5729, January 31, 2008).

(c) Applicability

This AD applies to Viking Air Limited (type certificate previously held by Bombardier, Inc. and de Havilland, Inc.) Model DHC-6-1, DHC-6-100, DHC-6-200, DHC-6-300, and DHC-6-400 airplanes, all serial numbers, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 0500, Time Limits.

(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 failure to comply with new and more restrictive airworthiness limitations, including tasks where range-based requirements have been changed to specific hours time-in-service (TIS) and flight cycle limits. The FAA is issuing this AD to prevent loss of structural integrity of certain parts. The unsafe condition, if not addressed, could result in loss of control of the airplane.

(f) Compliance

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

(g) Maintenance and Life Limits

(1) Within 30 days after the effective date of this AD, incorporate into the maintenance records required by 14 CFR 91.417(a)(2) or 135.439(a)(2) for your airplane the life limits, modification limits, and inspection or overhaul intervals in Viking Air Limited DHC-6 Twin Otter PSM 1-6-11,

Airframe Airworthiness Limitations Manual, Revision 9, dated April 30, 2018 (Viking Air Limited PSM 1-6-11, Revision 9).

(2) Before further flight after revising the maintenance records as required by paragraph (g)(1) of this AD, except as allowed under paragraph (h) of this AD, remove from service each part that has reached or exceeded its life limit and modify each part that has reached or exceeded its modification limit.

(3) Before further flight after revising the maintenance records as required by paragraph (g)(1) of this AD, except as allowed under paragraph (h) of this AD, inspect or overhaul each part that has reached or exceeded its inspection or overhaul interval.

(h) Phase-in Period

The following phase-in periods are allowed to comply with the initial tasks in Viking Air Limited PSM 1-6-11, Revision 9.

(1) Task 27-007: For any pulley that has been in service for 48 or more months on the effective date of this AD, replace the pulley within 12 months after the effective date of this AD.

(2) Tasks 32-001 and 32-002:

(i) For any main landing gear (MLG) leg that, on the effective date of this AD, has not been marked with a new serial number as specified in Viking DHC-6 Twin Otter Technical Bulletin V6/00063: Within 6 months after the effective date of this AD, inspect and serialize the MLG leg. The absence of a serial number indicates that the initial inspection of the landing gear leg has not previously been accomplished.

(ii) For all other MLG legs, overhaul the MLG leg within 60 months after the last overhaul.

(3) Tasks 57-006, 57-007, 57-010, 57-011, 57-013, and 57-014:

(i) For any wing that on the effective date of this AD has accumulated more than 16,000 hours total TIS or 32,000 total flight cycles but less than 17,000 hours total TIS or less than 34,000 total flight cycles, accomplish the task within 1,000 hours TIS or 2,000 flight cycles, whichever occurs first after the effective date of this AD.

(ii) For any wing that on the effective date of this AD has accumulated 17,000 or more hours total TIS or 34,000 or more total flight cycles, accomplish the task before accumulating 18,000 hours total TIS or 36,000 total flight cycles, or within 60 months after the effective date of this AD, whichever occurs first.

(4) Tasks 57-018, 57-019, 57-022, 57-023, 57-026, 57-027, 57-030, and 57-031:

(i) For any wing that on the effective date of this AD has accumulated more than 11,000 hours total TIS or 22,000 total flight cycles but less than 12,000 hours total TIS or less than 24,000 total flight cycles, accomplish the task within 1,000 hours TIS or 2,000 flight cycles, whichever occurs first after the effective date of this AD.

(ii) For any wing that on the effective date of this AD has accumulated 12,000 or more hours total TIS or 24,000 or more total flight cycles, accomplish the task before accumulating 13,000 hours total TIS or 26,000 total flight cycles or within 60 months after the effective date of this AD, whichever occurs first.

(5) Tasks 57-039 to 57-041 inclusive: For any wing that on the effective date of this AD has more than 20 years since the date of manufacture and has not previously been inspected in accordance with Viking Service Bulletin V6/0018, inspect the wing upper surface within 120 days after the effective date of this AD.

(i) No Alternative Actions or Intervals

After the maintenance records have been revised as required by paragraph (g) of this AD, no alternative actions (e.g., inspections) or intervals may be used unless the actions or intervals are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (j)(1) of this AD.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, New York 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 (k)(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.

(k) Related Information

(1) For more information about this AD, contact Aziz Ahmed, Aviation Safety Engineer, New York ACO Branch, FAA,1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (516) 228-7329; fax: (516) 794-5531; email: aziz.ahmed@faa.gov.

(2) Refer to Transport Canada AD CF-2019-02, dated January 9, 2019, for more information. You may examine the Transport Canada AD in the AD docket at https://www.regulations.gov by searching for and locating Docket No. FAA-2021-0960.

(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) Viking Air Limited DHC-6 Twin Otter PSM 1-6-11, Airframe Airworthiness Limitations Manual, Revision 9, dated April 30, 2018.

(ii) [Reserved]

(3) For service information identified in this AD, contact Viking Air Limited Technical Support, 1959 De Havilland Way, Sidney, British Columbia, Canada, V8L 5V5; phone: (North America) (800) 663-8444; fax: (250) 656-0673; email: technical.support@vikingair.com; website: https://www.vikingair.com/support/service-bulletins.

(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 (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 20, 2022.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2022-02715 Filed 2-9-22; 8:45 am]

2022-03-08 Fiberglas-Technik Rudolf Lindner GmbH & Co. KG (Type Certificate Previously Held by GROB Aircraft AG, Grob Aerospace GmbH i.l., Grob Aerospace GmbH, Burkhart Grob Luft–und Raumfahrt GmbH & Co. KG): Amendment 39-21925; Docket No. FAA-2021-0944; Project Identifier MCAI-2020-00800-G.

(a) Effective Date

This airworthiness directive (AD) is effective March 17, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the following gliders, all serial numbers, certificated in any category:

(1) Fiberglas-Technik Rudolf Lindner GmbH & Co. KG (type certificate previously held by GROB Aircraft AG, Grob Aerospace GmbH i.l., Grob Aerospace GmbH, Burkhart Grob Luft–und Raumfahrt GmbH & Co. KG, GROB TFE, GROB-WERKE GMBH & CO KG (a division of Burkhart Grob Flugzeugbau)) Model G102 ASTIR CS.

(2) Fiberglas-Technik Rudolf Lindner GmbH & Co. KG (type certificate previously held by GROB Aircraft AG, Grob Aerospace GmbH i.l., Grob Aerospace GmbH, Burkhart Grob Luft–und Raumfahrt GmbH & Co. KG) Model G103 TWIN ASTIR, G103 TWIN II, G103A TWIN II ACRO, G103 C TWIN III ACRO, and G 103 C TWIN III SL.

(d) Subject

Joint Aircraft System Component (JASC) Code 2730, Elevator Control System.

(e) Unsafe Condition

This AD was prompted by mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as corrosion on the elevator control pushrod. The unsafe condition, if not addressed, could result in failure of the elevator control pushrod and loss of control of the glider.

(f) Compliance

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

(g) Required Actions

(1) Within 25 hours time in service (TIS) after the effective date of this AD, inspect the elevator control pushrod in the vertical fin for water and corrosion and replace the elevator control pushrod before further flight if there is any water or corrosion in accordance with the Actions and Instructions, paragraph 3, of Fiberglas-Technik Rudolf Lindner Anweisung/Instructions (A/I-G09), Revision 1, dated May 14, 2020.

(2) If no water and no corrosion is detected, before further flight, treat the inside of the elevator control pushrod with corrosion preventative LPS 3 or equivalent.

(3) If required by paragraph (g)(1) of this AD, you must replace the elevator control pushrod before further flight with an elevator control pushrod that has zero hours TIS or with an elevator control pushrod that has passed the inspection in accordance with paragraphs (g)(1) and (2) of this AD.

(h) Credit for Previous Actions

You may take credit for the actions required by paragraphs (g)(1) and (2) of this AD if you performed these actions before the effective date of this AD using Fiberglas-Technik Rudolf Lindner Anweisung/Instructions (A/I-G09), dated April 8, 2020.

(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 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; email: jim.rutherford@faa.gov.

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2020-0138, dated June 19, 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-2021-0944.

(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) Fiberglas-Technik Rudolf Lindner Anweisung/Instructions (A/I-G09), Revision 1, dated May 14, 2020.

Note 1 to paragraph (k)(2)(i): This service information contains German to English translation. EASA used the English translation in referencing the document from Fiberglas-Technik Rudolf

Lindner. For enforceability purposes, the FAA will cite the service information in English as it appears on the document.

(ii) [Reserved]

(3) For service information identified in this AD, contact Fiberglas-Technik Rudolf Lindner GmbH & Co. KG, Steige 3, D-88487 Walpertshofen, Germany; phone: +49 (0) 7353 22 43; email: info@LTB-Lindner.com; website: https://www.ltb-lindner.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 January 20, 2022.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2022-02717 Filed 2-9-22; 8:45 am]

2022-03-09 Sikorsky Aircraft Corporation: Amendment 39-21926; Docket No. FAA-2021-1002; Project Identifier AD-2021-00332-R.

(a) Effective Date

This airworthiness directive (AD) is effective March 17, 2022.

(b) Affected ADs

This AD affects AD 2020-08-02, Amendment 39-21108 (85 FR 20586, April 14, 2020) (AD 2020-08-02).

(c) Applicability

This AD applies to Sikorsky Aircraft Corporation Model S-76D helicopters, certificated in any category, with Thales Global Positioning System (GPS) TopStar 200 LPV receiver part number (P/N) C17149HA01 installed.

(d) Subject

Joint Aircraft System Component (JASC) Code: 3457, Global Positioning System.

(e) Unsafe Condition

This AD was prompted by reports that certain Thales GPS satellite based augmentation system (SBAS) receivers provided, under certain conditions, erroneous outputs on aircraft positions. The unsafe condition, if not addressed, could result in controlled flight into terrain and 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 130 hours time-in-service after the effective date of this AD, replace each affected GPS receiver identified in paragraph (c) of this AD with GPS receiver P/N C17149RA01 in accordance with the Accomplishment Instructions, paragraphs A., C., and D., of Sikorsky S-76D Helicopter Service Bulletin SB 76-017, Basic Issue, dated May 11, 2021.

(2) As of the effective date of this AD, do not install a GPS receiver identified in paragraph (c) of this AD on any helicopter.

(3) Accomplishing paragraph (g)(1) of this AD terminates the requirements of AD 2020-08-02.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Boston ACO 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 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 Nicholas Rediess, Aviation Safety Engineer, Boston ACO Branch, Compliance & Airworthiness Division, FAA, 1200 District Avenue, Burlington, MA 01803; telephone (781) 238-7159; 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-76D Helicopter Service Bulletin SB 76-017, Basic Issue, dated May 11, 2021.

(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 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 20, 2022.

Ross Landes,

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

[FR Doc. 2022-02745 Filed 2-9-22; 8:45 am]

2022-03-23 Textron Aviation Inc. (type certificate previously held by Raytheon Aircraft Company, Hawker Beechcraft Corporation, and Beechcraft Corporation): Amendment 39-21941; Docket No. FAA-2022-0088; Project Identifier AD-2022-00041-A.

(a) Effective Date

This airworthiness directive (AD) is effective February 22, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Textron Aviation Inc. (type certificate previously held by Raytheon Aircraft Company, Hawker Beechcraft Corporation, and Beechcraft Corporation) Model 300, 300LW, B300, and B300C airplanes, all serial numbers, certificated in any category, that are equipped with a Garmin International, Inc., G1000 integrated avionics system installed in accordance with Supplemental Type Certificate No. SA01535WI-D with GSA 9000 yaw servo software version 2.13 or earlier.

(d) Subject

Joint Aircraft System Component (JASC) Code 2720, Rudder Control System.

(e) Unsafe Condition

This AD was prompted by a report of a timing issue where the yaw servo software can generate a motor position fault when the pilot applies rudder input at the same time the rudder boost system is activated, which disables the rudder boost. The FAA is issuing this AD to prevent excessive rudder forces following loss of an engine or significant loss of thrust. The unsafe condition, if not addressed, could result in the inability of the flight crew to maintain the safe flight and landing of the airplane and loss of control of the airplane.

(f) Actions and Compliance

(1) Unless already done, within 100 hours time-in-service (TIS) after the effective date of this AD or within 90 days after the effective date of this AD, whichever occurs first, update the GSA 9000 yaw servo software to a version that is not 2.13 or earlier.

(2) As of the effective date of this AD, do not install yaw servo software version 2.13 or earlier on the Garmin G1000 integrated avionics system on any airplane.

(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Wichita 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 (h) 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.

(h) Related Information

For more information about this AD, contact Phil Petty, Aviation Safety Engineer, Wichita ACO Branch, FAA, 1801 Airport Road, Wichita, KS 67209; phone: (316) 946-4139; email: philip.petty@faa.gov or Wichita-COS@faa.gov.

(i) Material Incorporated by Reference

None.

Issued on February 1, 2022.
Gaetano A. Sciortino,
Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2022-02398 Filed 2-1-22; 4:15 pm]