FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

SMALL AIRPLANES, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2022-07

3/14/2022 - 3/27/2022

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

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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
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

Biweekly 2022-05

2022-03-13	R 2014-21-03	Airbus Helicopters	AS332L2
2022-03-15		Various Airplanes	Garmin G3X Touch Electronic Flight Instrument System
2022-03-17		Airbus Helicopters	AS332L2 and EC225LP
2022-03-18		British Aerospace (Operations) Limited and British Aerospace Regional Aircraft	Jetstream Series 200, Jetstream Model 3101, and Jetstream Model 3201
2022-04-01		DG Flugzeugbau GmbH and Schempp-Hirth Flugzeugbau GmbH	DG-1000T and Duo Discus T
2022-04-04		Continental Aerospace Technologies, Inc. and Continental Motors	C-125-1, C-125-2, C145-2, C145-2H, IO-360-C, IO-360-D, IO-360-DB, IO-360-H, IO-360-HB, IO-360-K, IO-360-KB, IO-470-E, IO-470-S, IO-550-B, IO-550-G, O-300-B, O-300-C, O-300-D, O-300-E, O-470-A, O-470-B, O-470-G, O-470-J, O-470-K, O-470-L, O-470-M, O-470-N, O-470-R, O-470-S, O-470-U, O-470-11, O-470-15, TSIO-360-E, TSIO-360-EB, TSIO-360-F, TSIO-360-FB, TSIO-360-GB, TSIO-360-LB, TSIO-360-MB, TSIO-360-SB, TSIO-520-C, TSIO-520-CE, TSIO-520-E, and TSIO-520-UB
2022-05-01		Learjet, Inc.	35, 35A (C-21A), 36, 36A, 55, 55B, 55C, and 60
2022-05-02	R 2021-11-25	Airbus Helicopters	AS350B3 and EC130T2

Biweekly 2022-06

2022-04-06	R 2021-06-06	Bell Textron Canada Limited	505
2022-04-09		AVOX Systems Inc.	oxygen cylinder
2022-05-05		Schempp-Hirth Flugzeugbau GmbH	Ventus-2a and Ventus-2b
2022-05-11		Viking Air Limited	DHC-3
2022-05-12	R 2020-12-08	Embraer S.A.	EMB-505
2022-05-14		GROB Aircraft SE	G 115EG

Biweekly 2022-07

2021-03-16R1	R 2021-03-16	Airbus Helicopters	AS350B, AS350B1, AS350B2, AS350B3, AS350BA, AS350D, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP
2022-05-10		Goodrich Externally-Mounted Hoist Assemblies	hoist assembly
2022-05-13		Honda Aircraft Company LLC	HA-420
2022-06-01		Airbus Helicopters Deutschland GmbH	MBB-BK 117 D-3
2022-06-03	R 2022-02-02	Bell Textron Inc.	204B, 205A, 205A-1, 205B, 210, and 212
2022-06-05	R 2021-15-52	Various Restricted Category Helicopters	Various Models
2022-06-13		Airbus Helicopters Deutschland GmbH	MBB-BK 117 C-2 and MBB-BK 117 D-2
2022-06-20	R 2020-20-06	Bell Textron Canada Limited	429
2022-07-03		Bell Textron Inc.	412, 412EP, and 412CF
2022-07-05	R 2022-05-09	MARS A.S.	ATL-88/90-1B

2021-03-16R1 Airbus Helicopters: Amendment 39-21994; Docket No. FAA-2021-0021; Project Identifier MCAI-2020-01088-R.

(a) Effective Date

This airworthiness directive (AD) becomes effective March 24, 2022.

(b) Affected AD

This AD replaces AD 2021-03-16, Amendment 39-21419 (86 FR 9433, February 16, 2021).

(c) Applicability

This airworthiness directive (AD) applies to Airbus Helicopters Model AS350B, AS350B1, AS350B2, AS350B3, AS350BA, AS350D, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters, certificated in any category, with any sliding door installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 5210, Passenger/Crew Doors.

(e) Related Information

(1) For more information about this AD, contact Matt Fuller, AD Program Manager, General Aviation & Rotorcraft Unit, Airworthiness Products Section, Operational Safety Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5110; email matthew.fuller@faa.gov.

(2) The subject of this AD is addressed in European Union Aviation Safety Agency (EASA) AD No. 2020-0175-CN, dated September 13, 2021. You may view the EASA AD on the internet at https://www.regulations.gov by searching for and locating it in Docket No. FAA-2021-0021.

(f) Material Incorporated by Reference

None.

Issued on March 17, 2022.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2022-06043 Filed 3-23-22; 8:45 am]

2022-05-10 Goodrich Externally-Mounted Hoist Assemblies: Amendment 39-21962; Docket No. FAA-2020-1120; Project Identifier 2019-SW-056-AD.

(a) Effective Date

This airworthiness directive (AD) is effective April 20, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to helicopters, certificated in any category, with an externally-mounted Goodrich hoist assembly (hoist) with a part number (P/N) or base P/N listed under the Hoist Family column in Table 1 of Goodrich Alert Service Bulletin No. 44301-10-18, Revision 6, dated October 10, 2016 (ASB 44301-10-18 Rev 6), installed. An affected hoist may be installed on but not limited to the following:

Note 1 to the introductory text of paragraph (c): The hoist P/N may be included as a component of a different part-numbered kit.

(1) Airbus Helicopters (previously Eurocopter France) Model AS332L, AS332L1, AS332L2, AS350B2, AS350B3, AS365N3, and EC225LP helicopters;
(2) Airbus Helicopters Deutschland GmbH (AHD) (previously Eurocopter Deutschland GmbH) Model EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T3, MBB-BK 117 C-2, and MBB-BK 117 D-2 helicopters;
(3) Bell Textron Canada Limited (previously Bell Helicopter Textron Canada Limited) Model 429 and 430 helicopters;
(4) Bell Textron Inc. (previously Bell Helicopter Textron Inc.) Model 205A, 205A-1, 205B, 212, 412, 412CF, and 412EP helicopters;
(5) Leonardo S.p.a. (previously Finmeccanica S.p.A., AgustaWestland S.p.A) Model A109, A109A, A109A II, A109C, A109E, A109K2, A109S, AB139, AB412, AB412 EP, AW109SP, and AW139 helicopters;
(6) MD Helicopters, Inc. (MDHI) Model MD900 helicopters;
(7) Transport and restricted category helicopters, originally manufactured by Sikorsky Aircraft Corporation, Models S-61A, S-61L, S-61N, S-76A, S-76B, S-76C, S-76D, and S-92A; and
(8) Restricted category Model HH-1K, TH-1F, TH-1L, UH-1A, UH-1B, UH-1E, UH-1F, UH-1H, UH-1L, and UH-1P helicopters.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by hoists failing lower load limit inspections. The FAA is issuing this AD to prevent failure of the hoist overload clutch. The unsafe condition, if not addressed, could result in an in-flight failure of the hoist, which could result in injury to a person being lifted.

(f) Compliance

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

(g) Required Actions

(1) For a hoist without the number "4" as the first digit of its serial number (S/N):

(i) For hoists that use operating hours to monitor hoist operation, within 24 months after the effective date of this AD or before the hoist accumulates 55 total hoist operating hours, whichever occurs first, replace the hoist. For purposes of this AD, hoist operating hours are counted anytime the hoist motor is operating.

(ii) For hoists that use hoist cycles (cycles) to monitor hoist operation, within 24 months after the effective date of this AD or before the hoist accumulates 1,200 total cycles, whichever occurs first, replace the hoist. For purposes of this AD, a cycle is counted anytime the cable is extended and then retracted a minimum of 16 feet (5 meters) during flight or on the ground, with or without a load.

(iii) For hoists that use hoist lifts (lifts) to monitor hoist operation, within 24 months after the effective date of this AD or before the hoist accumulates 1,600 total lifts, whichever occurs first, replace the hoist. For purposes of this AD, a lift is counted anytime the cable is unreeled or recovered or both with a load attached to the hook, regardless of the length of the cable that is deployed or recovered. An unreeling or recovery of the cable with no load on the hook is not a lift. If a load is applied for half an operation (i.e. unreeling or recovery), it must be counted as one lift.

(2) For all hoists identified in the introductory text of paragraph (c) of this AD, before further flight, install placards and revise the existing Rotorcraft Flight Manual (RFM) for your helicopter by inserting a copy of this AD or by making pen-and-ink changes in Section 2, Limitations, of the RFM Supplement for the hoist as follows:

(i) For 500 pound (lb) rated hoists, install a placard with the information in Figure 1 to paragraph (g)(2)(i) of this AD in full view of the hoist operator and add the information in Figure 1 to paragraph (g)(2)(i) of this AD to the existing RFM for your helicopter.

500 lb (227 kg) Rated Hoist
OAT above -4°F (-20°C): Maximum hoist load 450 lbs (204 kg) OAT at or below -4°F (-20°C): Maximum hoist load 400 lbs (181 kg)

Figure 1 to Paragraph (g)(2)(i)

(ii) For 600 lb rated hoists, install a placard with the information in Figure 2 to paragraph (g)(2)(ii) of this AD in full view of the hoist operator and add the information in Figure 2 to paragraph (g)(2)(ii) of this AD to the existing RFM for your helicopter.

600 lb (272 kg) Rated Hoist
OAT above 32°F (0°C): Maximum hoist load 550 lbs (249 kg) OAT at or below 32°F (0°C): Maximum hoist load 500 lbs (227 kg)

Figure 2 to Paragraph (g)(2)(ii)

(iii) For 500 and 600 lb rated hoists, install a placard with the information in Figure 3 to paragraph (g)(2)(iii) of this AD in full view of the pilot and add the information in Figure 3 to paragraph (g)(2)(iii) of this AD to the existing RFM for your helicopter.

Hoist Operations
Warning: Excessive maneuvering with extended cable and load on the hook may cause uncommanded peel out of the cable. Maximum sustained bank angle in turn is 20°

Figure 3 to Paragraph (g)(2)(iii)

(iv) For 500 and 600 lb rated hoists, install a placard with the information in Figure 4 to paragraph (g)(2)(iv) of this AD in full view of the pilot and add the

information in Figure 4 to paragraph (g)(2)(iv) of this AD to the existing RFM for your helicopter.

Hoist - Partial Peel Out
If a partial peel out occurs, before next flight, cease using the hoist. A partial peel out occurs when 20 inches (0.5 meter) or more of the hoist cable reels off of the hoist cable drum in one overload clutch slip incident.

Figure 4 to Paragraph (g)(2)(iv)

(3) For all hoists identified in the introductory text of paragraph (c) of this AD, as of the effective date of this AD, if a partial peel out occurs, deactivate or remove the hoist from service before further flight. For purposes of this AD, a partial peel out occurs when 20 inches (0.5 meter) or more of the hoist cable reels off of the hoist cable drum in one overload clutch slip incident.

(4) For all hoists identified in the introductory text of paragraph (c) of this AD, within 30 days after the effective date of this AD, review the helicopter's hoist slip load test records. If the cable was load-tested at more than 1,500 lbs or at an unknown weight during one or more cable pulls, replace the cable with an airworthy cable before the next hoist operation.

(5) For all hoists identified in the introductory text of paragraph (c) of this AD, within 30 days after the effective date of this AD, unless already done within the last 6 calendar months, and thereafter at intervals not to exceed 6 months, 400 lifts, or 300 cycles, whichever occurs first:

(i) Visually inspect the first 18 inches (45 cm) of the cable from the hook assembly for broken wires and necked down sections. If there is a broken wire or necked down section, replace the cable with an airworthy cable before further flight.

(ii) Within the first 18 inches (45 cm) of the cable from the hook assembly, measure the diameter of the cable at the most necked down area. If the diameter measurement is less than 0.185 inch (4.7 mm), replace the cable with an airworthy cable before further flight.

(iii) Using load check tool P/N 49900-889-103 or 49900-889-104, perform a cable conditioning and a hoist slip load test by following the Accomplishment Instructions, paragraphs 3.C.(1) through 3.C.(3)(g) of ASB 44301-10-18 Rev 6. If the average of the five test values is less than the limit shown in Table 2 for 600 lb rated hoists or Table 3 for 500 lb rated hoists of ASB 44301-10-18 Rev 6, remove the hoist from service before further flight.

(iv) Visually inspect the first 30 feet (10 meters) of the cable from the hook assembly for broken wires, necked down sections, kinks, bird-caging, flattened areas, abrasion, and gouging. It is permissible for the cable to have a slight curve immediately after performing the hoist slip load test. If there is a broken wire, necked down section, kink, or any bird-caging; or if there is a flattened area, any abrasion, or a gouge that exceeds allowable limits, replace the cable with an airworthy cable before further flight.

(v) Repeat the actions specified in paragraphs (g)(5)(i) and (ii) of this AD. If there is a broken wire or necked down section or the cable diameter measurement is less than 0.185 inch (4.7 mm), replace the cable with an airworthy cable before further flight.

(6) Within 30 days after accomplishing the hoist slip load test, report the information requested in Appendix 1 to this AD by email to ASB.SIS-CA@utas.utc.com; or mail to Goodrich, Collins Aerospace; 2727 E. Imperial Hwy., Brea, CA 92821.

(7) As of the effective date of this AD, do not install as a replacement part or as an original installation an externally-mounted hoist with a P/N identified in the introductory text of paragraph (c) of this AD unless it has an improved overload clutch assembly with the number “4” as the first digit of the S/N.

(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 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.

(2) The subject of this AD is addressed in European Union Aviation Safety Agency (EASA) AD 2015-0226R5, Revision 5, dated July 23, 2020. You may view the EASA AD at https://www.regulations.gov in Docket No. FAA-2020-1120.

(j) Material Incorporated by Reference

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

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

(i) Goodrich Alert Service Bulletin No. 44301-10-18, Revision 6, dated October 10, 2016.

(ii) [Reserved]

(3) For service information identified in this AD, contact Collins Aerospace; 2727 E Imperial Hwy., Brea, CA 92821; telephone (714) 984-1461; email GHW@collins.com; or at https://www.collinsaerospace.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.

Appendix 1 to AD 2022-05-10

Hoist Slip Load Test Results (sample format)

Provide the following information by email to ASB.SIS-CA@utas.utc.com; or mail to Goodrich, Collins Aerospace; 2727 E Imperial Hwy., Brea, CA 92821.

Helicopter Owner/Operator Name:
Email Address:
Telephone Number:

Helicopter Model and Serial Number:

Hoist Part Number:
Hoist Serial Number:
Time since Last Hoist Overhaul (months):
Hoist Operating Hours:
Hoist Cycles:
Hoist Lifts:
Date and Location Test was Accomplished:
Point of Contact for Additional Information:
Air Temperature:
Gearbox Lubricant:
Hoist Slip Load Test Value 1:
Hoist Slip Load Test Value 2:
Hoist Slip Load Test Value 3:
Hoist Slip Load Test Value 4:
Hoist Slip Load Test Value 5:
Hoist Slip Load Test Averaged Test Value:
Any notes or comments:

Issued on February 23, 2022.
Derek Morgan,
Acting Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2022-05487 Filed 3-15-22; 8:45 am]

2022-05-13 Honda Aircraft Company LLC: Amendment 39-21965; Docket No. FAA-2021-0838; Project Identifier AD-2020-01590-A.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Honda Aircraft Company LLC Model HA-420 airplanes, serial numbers 42000011 through 42000179, 42000182, and 42000187, certificated in any category, with a windshield assembly installed that has a part number and serial number listed in table 5 of the Accomplishment Instructions in Honda Aircraft Company Alert Service Bulletin SB-420-56-002, Revision B, dated April 19, 2021 (Honda SB-420-56-002, Revision B).

(d) Subject

Joint Aircraft System Component (JASC) Code 3040, Windshield/Door Rain/Ice Removal.

(e) Unsafe Condition

This AD was prompted by a report of in-flight smoke and fire that initiated from the windshield heat power wire braid. The FAA is issuing this AD to prevent arcing of the windshield heat power wire braid, which could ignite the wire sheathing and sealant and the windshield acrylic. This condition, if not addressed, could lead to cockpit smoke and fire.

(f) Compliance

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

(g) Temporary Revisions to the Airplane Flight Manuals (AFMs) and Quick Reference Handbooks (QRHs)

(1) Within 15 days after the effective date of this AD, revise the existing AFM and QRH for your airplane by inserting the pages identified in the applicable temporary revisions listed in paragraphs (g)(1)(i) through (iv) of this AD.

(i) Honda Aircraft Company Temporary Revision TR 04A-1, dated 2020, for Airplane Flight Manual HJI-29001-003-001 Rev C.

(ii) HondaJet Temporary Revision TR 04A-1, dated 2020, for Quick Reference Handbook HJ1-29000-007-001 Rev C.

(iii) Honda Aircraft Company Temporary Revision TR 04A-1, dated 2020, for Airplane Flight Manual HJ1-29001-003-001 Rev E.

(iv) HondaJet Temporary Revision TR 04A-1, dated 2020, for Quick Reference Handbook Normal Procedures Rev E, HJ1-29001-007-001.

(2) The actions required by paragraph (g)(1) of this AD may be performed by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the aircraft records showing compliance with this AD in accordance with 14 CFR 43.9(a)(1) through (4), and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

(h) Windshield Assembly Replacement

Within 24 months after the effective date of this AD, for each windshield assembly with a part number and serial number listed in table 5 of the Accomplishment Instructions in Honda SB-420-56-002, Revision B, replace the windshield assembly in accordance with step (2) or (3) of the Accomplishment Instructions in Honda SB-420-56-002, Revision B.

(i) Removal of Revisions to the AFMs and QRHs

Before further flight after replacing the windshield assemblies required by paragraph (h) of this AD, remove the AFM and QRH pages that were required by paragraph (g) of this AD.

(j) Alternative Methods of Compliance (AMOCs)

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

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

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

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

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

(k) Related Information

For more information about this AD, contact Bryan Long, Aviation Safety Engineer, Atlanta ACO Branch, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: (404) 474-5578; email: Bryan.Long@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 the AD specifies otherwise.

(i) Honda Aircraft Company Temporary Revision TR 04A-1, dated 2020, for Airplane Flight Manual HJI-29001-003-001 Rev C.

(ii) Honda Aircraft Company Temporary Revision TR 04A-1, dated 2020, for Airplane Flight Manual HJ1-29001-003-001 Rev E.

(iii) HondaJet Temporary Revision TR 04A-1, dated 2020, for Quick Reference Handbook HJ1-29000-007-001 Rev C.

(iv) HondaJet Temporary Revision TR 04A-1, dated 2020, for Quick Reference Handbook Normal Procedures Rev E, HJ1-29001-007-001.

(v) Honda Aircraft Company Alert Service Bulletin SB-420-56-002, Revision B, dated April 19, 2021.

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

(4) You may view this service information at 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 February 25, 2022.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2022-05222 Filed 3-11-22; 8:45 am]

2022-06-01 Airbus Helicopters Deutschland GmbH: Amendment 39-21967; Docket No. FAA-2021-1180; Project Identifier MCAI-2021-00794-R.

(a) Effective Date

This airworthiness directive (AD) is effective April 20, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Helicopters Deutschland GmbH Model MBB-BK 117 D-3 helicopters, certificated in any category.

Note 1 to paragraph (c) of this AD: Model MBB-BK117 D-2 helicopters that have been converted into Model MBB-BK117 D-3 helicopters are Model MBB-BK 117 D-3 helicopters and this AD is also applicable to those helicopters.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of a main rotor (M/R) blade lead-lag damper in a tilted position. The FAA is issuing this AD to prevent an unbalance of the M/R system. The unsafe condition, if not addressed, could result in excessive vibration and 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 2021-0160, dated July 5, 2021 (EASA AD 2021-0160).

(h) Exceptions to EASA AD 2021-0160

(1) Where EASA AD 2021-0160 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(2) Where EASA AD 2021-0160 refers to its effective date, this AD requires using the effective date of this AD.

(3) Where the service information referenced in EASA AD 2021-0160 specifies to contact Airbus Helicopters or replace the Flex Control Unit (FCU) if you find cracks or damage at the protruding conical end of the integrated bearing sleeve, this AD requires removing the FCU from service and replacing with an airworthy part, or repairing the FCU 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) Where a work card in the service information referenced in EASA AD 2021-0160 specifies performing the corrective action and contacting Airbus Helicopters when discrepancies are found, this AD requires performing the corrective actions as specified in the work card but does not require contacting Airbus Helicopters.

(5) Where a work card in the service information referenced in EASA AD 2021-0160 specifies to do a dye penetrant inspection for the inspection of Zone B of the rotor hub-shaft "if you are not sure there are cracks," this AD requires performing a dye penetrant inspection.

(6) Where paragraph (5) of EASA AD 2021-0160 specifies "it is allowed to install a hexagonal screw P/N D622M0500207 on any helicopter, provided that installation is accomplished in accordance with the instructions of section 3.D of the ASB, or in accordance with the instructions of an AMM revision which includes the technical content of section 3.D of the ASB," for this AD replace the text "in accordance with the instructions of section 3.D of the ASB, or in accordance with the instructions of an AMM revision which includes the technical content of section 3.D of the ASB" with "in accordance with the instructions of section 3.D of the ASB, or in accordance with the instructions of an AMM revision which includes the identical content of section 3.D of the ASB."

(7) This AD does not mandate compliance with the "Remarks" section of EASA AD 2021-0160.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2021-0160 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, 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; 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 2021-0160, dated July 5, 2021.

(ii) [Reserved]

(3) For EASA AD 2021-0160, 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-2021-1180.

(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 March 9, 2022.

Ross Landes,

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

[FR Doc. 2022-05497 Filed 3-15-22; 8:45 am]

2022-06-03 Bell Textron Inc. (Type Certificate Previously Held by Bell Helicopter Textron Inc.: Amendment 39-21969; Docket No. FAA-2022-0157; Project Identifier AD-2022-00193-R.

(a) Effective Date

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

(b) Affected ADs

This AD replaces AD 2022-02-02, Amendment 39-21899 (87 FR 1668, January 12, 2022) and corrected as AD 2022-02-02, Amendment 39-21899 (87 FR 7368, February 9, 2022).

(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 a 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) Before further flight after the effective date of this AD, remove from service any pin that is identified in paragraph (c) of this AD and inspect it for any deformity. If the pin is deformed, remove from service the mating strap fitting (P/N 212 -010-103-ALL or 204-012-103-ALL).

(2) 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 Permit

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 Kuethe Harmon, Safety Management Program Manager, Certification & Program Management Section, DSCO Branch, Compliance & Airworthiness Division, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5198; email kuethe.harmon@faa.gov.

(k) Material Incorporated by Reference

None.

Issued on March 4, 2022.
Ross Landes,
Deputy Director for Regulatory Operations, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2022-05378 Filed 3-10-22; 11:15 am]

2022-06-05 Various Restricted Category Helicopters: Amendment 39-21971; Docket No. FAA-2022-0158; Project Identifier AD-2022-00199-R.

(a) Effective Date

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

(b) Affected ADs

This AD replaces AD 2021-15-52, Amendment 39-21664 (86 FR 40779, July 29, 2021).

(c) Applicability

This AD applies to the following various restricted category helicopters with a main rotor hub strap pin (pin) part number 204-012-104-005 with a serial number prefix "FNFS" installed:

(1) Model HH-1K helicopters; current type certificate holders include but are not limited to Rotorcraft Development Corporation;

(2) Model SW205A-1 helicopters; current type certificate holders include but are not limited to Southwest Florida Aviation International, Inc.;

(3) Model TH-1F helicopters; current type certificate holders include but are not limited to Robinson Air Crane Inc.; Rotorcraft Development Corporation; and Tamarack Helicopters, Inc.;

(4) Model TH-1L helicopters; current type certificate holders include but are not limited to Bell Textron Inc.; Overseas Aircraft Support, Inc. (type certificate previously held by JTBAM, Inc.); and Rotorcraft Development Corporation;

(5) Model UH-1A helicopters; current type certificate holders include but are not limited to Richards Heavylift Helo, Inc.;

(6) Model UH-1B helicopters; current type certificate holders include but are not limited to International Helicopters, Inc.; Overseas Aircraft Support, Inc.; Red Tail Flying Services, LLC; Richards Heavylift Helo, Inc.; Rotorcraft Development Corporation; Southwest Florida Aviation International, Inc.; and WSH, LLC (type certificate previously held by San Joaquin Helicopters);

Note 1 to paragraph (c)(6): Helicopters with an SW204 or SW204HP designation are Southwest Florida Aviation International, Inc., Model UH-1B helicopters.

(7) Model UH-1E helicopters; current type certificate holders include but are not limited to Bell Textron Inc.; Overseas Aircraft Support, Inc.; Rotorcraft Development Corporation; Smith Helicopters; and West Coast Fabrications;

(8) Model UH-1F helicopters; current type certificate holders include but are not limited to AST, Inc.; California Department of Forestry; Robinson Air Crane, Inc.; Rotorcraft Development Corporation; and Tamarack Helicopters, Inc.;

(9) Model UH-1H helicopters; current type certificate holders include but are not limited to Arrow Falcon Exporters, Inc.; Global Helicopter Technology, Inc.; Hagglund Helicopters, LLC; JJASPP Engineering Services LLC; Northwest Rotorcraft, LLC; Overseas Aircraft Support, Inc.; Richards Heavylift Helo, Inc.; Rotorcraft Development Corporation; Southwest Florida Aviation International, Inc., and Tamarack Helicopters, Inc.;

Note 2 to paragraph (c)(9): Helicopters with an SW205 designation are Southwest Florida Aviation International, Inc., Model UH-1H helicopters.

(10) Model UH-1L helicopters; current type certificate holders include but are not limited to Bell Textron Inc.; Overseas Aircraft Support, Inc.; and Rotorcraft Development Corporation; and

(11) Model UH-1P helicopters; current type certificate holders include but are not limited to Robinson Air Crane, Inc.; and Rotorcraft Development Corporation.

(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) Before further flight after the effective date of this AD, remove from service any pin that is identified in the introductory text of paragraph (c) of this AD and inspect it for any deformity. If the pin is deformed, remove from service the mating strap fitting (P/N 212-010-103-ALL or 204-012-103-ALL).

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

(h) Special Flight Permit

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 Kuethe Harmon, Safety Management Program Manager, Certification & Program Management Section, DSCO Branch, Compliance & Airworthiness Division, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5198; email kuethe.harmon@faa.gov.

(k) Material Incorporated by Reference

None.

Issued on March 8, 2022.
Ross Landes,
Deputy Director for Regulatory Operations, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2022-05379 Filed 3-10-22; 11:15 am]

2022-06-13 Airbus Helicopters Deutschland GmbH (AHD): Amendment 39-21979; Docket No. FAA-2022-0278; Project Identifier MCAI-2021-01437-R.

(a) Effective Date

This airworthiness directive (AD) is effective March 30, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Helicopters Deutschland GmbH (AHD) Model MBB-BK 117 C-2 and MBB-BK 117 D-2 helicopters, certificated in any category, modified by Supplemental Type Certificate (STC) SR03130NY, or STC SR03703NY.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report of erroneous or partial installation of the seat belt restraint system. The FAA is issuing this AD to ensure proper installation of the seat belt restraint system. The unsafe condition, if not addressed, could prevent proper operation of the seat belt restraint system, resulting in subsequent injury to the seat occupant.

(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 2021-0287, dated December 21, 2021, and corrected January 26, 2022 (EASA AD 2021-0287).

(h) Exceptions to EASA AD 2021-0287

(1) Where EASA AD 2021-0287 requires compliance in terms of flight hours, this AD requires using hours time-in-service (TIS).

(2) Where EASA AD 2021-0287 refers to its effective date, this AD requires using the effective date of this AD.

(3) Where paragraph (1) of EASA AD 2021-0287 specifies to "inspect each affected part in accordance with the instructions of the SB," this AD requires inspecting each affected part by following the procedures in Mecaer Aviation Group Mandatory Service Bulletin No. SB-EC1-010, Revision A, dated December 30, 2021 (SB-EC1-010, Rev A). Except for the purposes of this AD, consider Figure 16 on page 16 of SB-EC1-010, Rev A, as Figure 18 and consider Figures 17 and 18 on page 17 of SB-EC1-010, Rev A, as Figures 19 and 20, respectively.

Note 1 to paragraph (h)(3): SB-EC1-010, Rev A refers to a passenger seat as a passenger seat and passenger cabin seat; a seat belt as a seat belt and safety belt; and a bolt as a hex head screw and hex head bolt.

(4) Where the service information referenced in paragraph (2) of EASA AD 2021-0287 specifies to "contact MAG to receive missing parts/materials, if any," this AD requires replacing the missing parts and materials but does not require contacting MAG to receive the missing parts or materials.

(5) Where the service information referenced in paragraph (2) of EASA AD 2021-0287 specifies contacting "MAG DOA (caw@mecaer.com) to receive instructions," 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.

(6) Where the service information referenced in paragraph (2) of EASA AD 2021-0287 specifies, "17. Make available items C (q.ty 2) and D (q.ty 2) (ref. Figure 18), for each affected seat," this AD requires installing new (zero total hours TIS) nuts and hex head screws.

(7) This AD does not mandate compliance with the "Remarks" section of EASA AD 2021-0287.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2021-0287 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 Antariksh Shetty, Aerospace Engineer, Airframe & Propulsion Section, New York ACO Branch, Compliance & Airworthiness Division, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone (516) 228-7300; email 9-avs-nyaco-cos@faa.gov.

(l) Material Incorporated by Reference

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

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

(i) European Union Aviation Safety Agency (EASA) AD 2021-0287, dated December 21, 2021, and corrected January 26, 2022.

(ii) Mecaer Aviation Group Mandatory Service Bulletin No. SB-EC1-010, Revision A, dated December 30, 2021.

(3) For EASA AD 2021-0287, 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. For Mecaer Aviation Group service information identified in this AD, contact Mecaer Aviation Group (MAG), Via dell'Artigianato 1, Monteprandone 63076 Ascoli Piceno, Italy; telephone (+39) 0735-7091; email caw@mecaer.com; or at www.mecaer.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 March 10, 2022.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2022-05525 Filed 3-11-22; 4:15 pm]

AD 2022-06-20 Bell Textron Canada Limited (Type Certificate Previously Held by Bell Helicopter Textron Canada Limited): Amendment 39-21986; Docket No. FAA-2021-1178; Project Identifier MCAI-2021-00986-R.

(a) Effective Date

This airworthiness directive (AD) is effective April 26, 2022.

(b) Affected ADs

This AD replaces AD 2020-20-06, Amendment 39-21262 (85 FR 60356, September 25, 2020) (AD 2020-20-06).

(c) Applicability

This AD applies to Bell Textron Canada Limited (type certificate previously held by Bell Helicopter Textron Canada Limited) Model 429 helicopters, certificated in any category, with a bellcrank assembly part number (P/N) 429-001-523-101, 429-001-523-103, 429-001-532-101, or 429-001-532-103 installed.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by new bellcrank assemblies, which have been upgraded with corrosion resistant steel bearings. The FAA is issuing this AD to prevent corrosion of the bearings due to pooling at the bellcrank assembly from precipitation in the forward portion of the roof structure. The unsafe condition, if not addressed, could result in restrictions in the collective, directional, or pitch control systems, and subsequent loss of helicopter control.

(f) Compliance

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

(g) Required Actions

(1) For Model 429 helicopters serial number (S/N) 57001 through 57296 inclusive, within 12 months after the helicopter was manufactured or 30 days after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed 6 months:

(i) Disconnect the forward ends of the collective control tube, longitudinal stability and control augmentation system (SCAS) actuator, and lateral SCAS actuator. Stow the collective control tube and each SCAS actuator to prevent binding.

(ii) Move the cyclic stick fore, aft, and laterally, and the collective stick up and down from stop to stop to determine if there is any roughness. If there is any roughness in the flight control system, before further flight, remove each pivot bearing P/N MS27646-41, each arm assembly bearing P/N MS27643-4, and each sleeve P/N 120-13-4A from service and install bellcrank assemblies P/N 429-001-523-101FM and 429-001-532-101FM; or 429-001-523-107FM and 429-001-532-107FM; or 429-001-523-107 and 429-001-532-107.

(iii) Inspect the collective arm assembly P/N 429-001-525-101, the lateral arm assembly P/N 429-001-527-101, and the longitudinal arm assembly P/N 429-001-530-101, by rotating each bearing and determining whether each bearing rotates freely. If there is any binding in any arm end bearing or on the longitudinal bellcrank assembly, before further flight, remove each pivot bearing P/N MS27646-41, each arm assembly bearing P/N MS27643-4, and each sleeve P/N 120-13-4A from service and install bellcrank assemblies P/N 429-001-523-101FM and 429-001-532-101FM; or 429-001-523-107FM and 429-001-532-107FM; or 429-001-523-107 and 429-001-532-107.

(2) For Model 429 helicopters S/N 57001 through 57296 inclusive, unless already accomplished by following paragraphs (g)(1)(ii) or (iii) of this AD, within 24 months after the effective date of this AD, install bellcrank assemblies P/N 429-001-523-101FM and 429-001-532-101FM; or 429-001-523-107FM and 429-001-532-107FM; or 429-001-523-107 and 429-001-532-107.

(3) As of the effective date of this AD, installing bellcrank assemblies P/N 429-001-523-101FM and 429-001-532-101FM; or 429-001-523-107FM and 429-001-532-107FM; or 429-001-523-107 and 429-001-532-107, constitutes a terminating action for the recurring inspections required by paragraph (g)(1) of this AD.

(4) As of the effective date of this AD, do not install any bellcrank assembly P/N 429-001-523-101, 429-001-523-103, 429-001-532-101, or 429-001-532-103 on any helicopter.

(h) Special Flight Permits

Special flight permits are prohibited.

(i) Alternative Methods of Compliance (AMOCs)

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

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

(j) Related Information

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

(3) The subject of this AD is addressed in Transport Canada AD CF-2016-11R3, dated August 30, 2021. You may view the Transport Canada AD on the internet at https://www.regulations.gov in Docket No. FAA-2021-1178.

(k) Material Incorporated by Reference

None.

Issued on March 10, 2022.

Ross Landes,

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

[FR Doc. 2022-05664 Filed 3-21-22; 8:45 am]

2022-07-03 Bell Textron Inc.: Amendment 39-21990; Docket No. FAA-2021-0713; Project Identifier AD-2021-00180-R.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bell Textron Inc., Model 412, 412EP, and 412CF helicopters, certificated in any category.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by evaluation results showing flight loads that impact the collective lever fatigue life on helicopters with a BLR Aerospace Strake and FastFin (Strake and FF) system installed. The FAA is issuing this AD to prevent fatigue damage and cracking, which could result in failure of the collective lever 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:

(i) For helicopters with a Strake and FF system part number (P/N) 412-705-040-101 installed since initial delivery from the manufacturer, add a permanent penalty of 5,000 hours TIS to the total hours TIS indicated on the component history card or equivalent record for the collective lever P/N 412-010-408-101.

Note 1 to paragraph (g)(1)(i): Bell Helicopter service information identifies helicopters with serial numbers 36570, 36579, 36587, and 36593 through 36602 inclusive, as being originally delivered with a Strake and FF system installed and needing the flight hour (hours TIS) penalty on collective lever P/N 412-010-408-101 applied.

(ii) For helicopters with Strake and FF system P/N 412-705-040-101 installed after delivery from the manufacturer, calculate the TIS penalty for collective lever P/N 412-010-408-101 by accomplishing the following:

(A) Verify the component history card or equivalent record of the collective lever and note the total hours TIS.

(B) Determine the remaining hours TIS by subtracting the total hours TIS of the collective lever from its life limit of 10,000 total hours TIS.

(C) Divide the remaining time by 2 and add that number to the existing total hours TIS. This is the new total TIS after being penalized.

(D) Enter the new total TIS after being penalized from paragraph (g)(1)(ii)(C) of this AD to the component history record or equivalent record for the collective lever.

(2) Before further flight, remove from service any collective lever P/N 412-010-408-101 that has reached or exceeded its life limit of 10,000 total hours TIS. Thereafter, remove from service each collective lever P/N 412-010-408-101 on or before reaching its life limit of 10,000 total hours TIS.

(3) As of the effective date of this AD, do not install a new (zero total hours TIS) collective lever P/N 412-010-408-101 on any helicopter with Strake and FF system P/N 412-705-040-101 installed unless a penalty of 5,000 hours TIS has been added to the total hours TIS on its component history card or equivalent record.

(4) As of the effective date of this AD, do not install a used collective lever P/N 412-010-408-101 on any helicopter with Strake and FF system P/N 412-705-040-101 installed unless a penalty is calculated by accomplishing the actions required in paragraph (g)(1)(ii) of this AD.

(h) Special Flight Permits

Special flight permits are prohibited.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, DSCO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (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 Hye Yoon Jang, Aerospace Engineer, Delegation Oversight Section, DSCO Branch, Compliance & Airworthiness Division, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5190; email hye.yoon.jang@faa.gov.

(k) Material Incorporated by Reference

None.

Issued on March 16, 2022.

Derek Morgan,

Acting Director, Compliance & Airworthiness Division, Aircraft Certification Service.

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2022-07-05 MARS A.S.: Amendment 39-21992; Docket No. FAA-2022-0289; Project Identifier MCAI-2022-00254-Q.

(a) Effective Date

This airworthiness directive (AD) is effective April 5, 2022.

(b) Affected ADs

This AD replaces AD 2022-05-09, Amendment 39-21960 (87 FR 10712, February 25, 2022).

(c) Applicability

This AD applies to MARS A.S. ATL-88/90-1B (commercially known as ATL-15 SL) emergency parachutes that meet either of the criterion in paragraph (c)(1) or (2) of this AD:

(1) The parachute has a date of manufacture of January 1, 2016, or later; or

(2) The date of manufacture of the parachute is unknown.

(d) Subject

Joint Aircraft System Component (JASC) Code 2563, Parachute.

(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 the length of the ripcord between the pins being too long, which could cause a malfunction of the emergency parachute. The unsafe condition, if not addressed, could result in failure of the emergency parachute to deploy when needed.

(f) Compliance

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

(g) Remove From Service

As of the effective date of this AD, remove each emergency parachute from service.

(h) Special Flight Permit

Special flight permits are prohibited.

(i) Alternative Methods of Compliance (AMOCs)

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

(1) For more information about this AD, contact Darren Gassetto, COS Program Manager, Boston ACO Branch, Compliance & Airworthiness Division, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (516) 228-7323; email: 9-AVS-AIR-BACO-COS@faa.gov.

(2) Refer to European Union Aviation Safety Agency (EASA) Emergency AD 2022-0029-E, dated February 23, 2022, 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-2022-0289.

(k) Material Incorporated by Reference

None.

Issued on March 16, 2022.
Derek Morgan,
Acting Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2022-05959 Filed 3-17-22; 11:15 am]