FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

SMALL AIRPLANES, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2022-09

4/11/2022 - 4/24/2022

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

Biweekly 2022-08

2022-06-04		Schempp-Hirth Flugzeugbau GmbH	Janus, Mini-Nimbus HS-7, Nimbus-2, and Standard Cirrus
2022-06-08	R 2017-18-10	Diamond Aircraft Industries GmbH	DA 42, DA 42 M-NG, and DA 42 NG
2022-06-12		Airbus Helicopters	SA330J
2022-06-17		Airbus Helicopters	EC130T2
2022-06-19		Leonardo S.p.a.	AW109SP
2022-07-01	R 2020-23-07	Leonardo S.p.a.	AB139 and AW139
2022-07-02		Bell Textron Inc.	205A and 205A-1; 205B; 210; 212l; 412 and 412EP; 412CF

2022-07-04		Pilatus Aircraft Ltd.	PC-12/47E
2022-07-09		Airbus Helicopters	AS332L2 and EC225LP
2022-07-11	R 2021-17-18	Leonardo S.p.a.	A109C, A109K2, A109E, A109S, and AW109SP
2022-07-12	R 2021-02-20	Hélicoptères Guimbal	Cabri G2
2022-07-14		Viking Air Limited	DHC-6-400

Biweekly 2022-09

2022-08-01	R 2020-22-01	Airbus Helicopters	AS332C, AS332C1, AS332L, and AS332L1
2022-08-02		Airbus Helicopters	EC 155B and EC155B1
2022-08-03		Textron Aviation Inc.	120 and 140; 140A
2022-08-10	R 2020-12-07	Hamilton Sundstrand Corporation	54H
2022-08-11		Bell Textron Canada Limited	429
2022-08-13		Pratt & Whitney Canada Corp.	PT6A-34, -34B, -34AG, -114, and -114A
2022-08-15		Airbus Helicopters Deutschland GmbH	MBB-BK 117 C-2

2022-08-01 Airbus Helicopters: Amendment 39-22004; Docket No. FAA-2022-0096; Project Identifier MCAI-2021-01092-R.

(a) Effective Date

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

(b) Affected ADs

This AD replaces AD 2020-22-01, Amendment 39-21297 (85 FR 69126, November 2, 2020) (AD 2020-22-01).

(c) Applicability

This AD applies to all Airbus Helicopters Model AS332C, AS332C1, AS332L, and AS332L1 helicopters, certificated in any category.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 5340, Fuselage main, attach fittings.

(e) Reason

This AD was prompted by reports of corrosion on attachment screws and fittings fastening the main gearbox (MGB) suspension bars to the fuselage. The FAA is issuing this AD to address corrosion on attachment fittings and attachment screws for the MGB suspension bars. The unsafe condition, if not addressed, could lead to structural failure of the MGB attachment screws, resulting in detachment of MGB suspension bars from the fuselage and subsequent loss of control of the helicopter.

(f) Compliance

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

(g) Definitions

Affected parts are attachment screws and fitting(s) fastening the parts identified in paragraphs (g)(1) and (2) of this AD.

(1) Rear MGB suspension bars, right and left sides, to the fuselage.

(2) Front MGB suspension bar to the fuselage.

(h) Repetitive Inspections

Except as specified in paragraphs (j)(1) through (10) of this AD: Within the applicable compliance times identified in paragraphs (h)(1) or (2) of this AD, inspect each affected part and its frame bores for discrepancies, in accordance with the Accomplishment Instructions, paragraphs 3.B.2. through 3.B.2.b.3 of Airbus Helicopters Alert Service Bulletin (ASB) No. AS332-53.02.05, Revision 2, dated August 19, 2021 (ASB AS332-53.02.05 Rev 2); or in accordance with the Accomplishment Instructions, paragraphs 3.B.2. through 3.B.2.d. of Airbus Helicopters ASB No. AS332-53.02.07, Revision 1, dated August 19, 2021 (ASB AS332-53.02.07 Rev 1), as applicable to your model helicopter. For the purposes of this inspection, a discrepancy may be indicated by corrosion on the MGB attachment fitting or by sealing compound on the attachment screws.

(1) Perform the initial inspection within the applicable compliance times identified in the "Deadlines" column of Tables 1 through 4, as applicable, of paragraph 1.E.2, "Compliance in service," of ASB AS332-53.02.05 Rev 2, and thereafter, at intervals not to exceed the compliance time identified in the "Periodicity" column of Table 1 through 4, as applicable.

(2) Perform the initial inspection within the applicable compliance times identified in the "Deadlines" column of Tables 1 and 2, as applicable, of paragraph 1.E.2, "Compliance in service," of ASB AS332-53.02.07 Rev 1, and thereafter, at intervals not to exceed the compliance time identified in the "Periodicity" column of Table 1 and 2, as applicable.

(i) Corrective Action

Except as required by paragraphs (j)(7) through (10) of this AD: If, during any inspection required by paragraph (h) of this AD, there is any discrepancy, before further flight, perform the applicable corrective action (including replacing or repairing corroded parts and replacing screws that have sealing compound on them), in accordance with the Accomplishment Instructions, paragraphs 3.B.2. through 3.B.2.b.3 of ASB AS332-53.02.05 Rev 2 or in accordance with the Accomplishment Instructions, paragraphs 3.B.2. through 3.B.2.d. of ASB AS332-53.02.07 Rev 1, as applicable.

(j) Exceptions to Service Information Specifications

(1) Where Tables 1 and 3 of ASB AS332-53.02.05 Rev 2 use the phrase "receipt of Revision 0 of this Alert Service Bulletin issued April 18, 2019," this AD requires using December 7, 2020 (the effective date of AD 2020-22-01).

(2) Where Table 1 of ASB AS332-53.02.07 Rev 1 uses the phrase "receipt of Revision 0 of this Alert Service Bulletin," this AD requires using December 7, 2020 (the effective date of AD 2020-22-01).

(3) Where Tables 2 and 4 of ASB AS332-53.02.05 Rev 2 use the phrase "receipt of Revision 2 of this Alert Service Bulletin," this AD requires using the effective date of this AD.

(4) Where Table 2 of ASB AS332-53.02.07 Rev 1, uses the phrase "that follow receipt of Revision 1 of this Alert Service Bulletin," this AD requires using the effective date of this AD.

(5) Where Tables 2 and 4 of ASB AS332-53.02.05 Rev 2, and Table 2 of ASB AS332-53.02.07 Rev 1, specify certain configurations in the "Configuration" column, this AD requires compliance for those configurations as of the effective date of this AD.

Note 1 to paragraph (j)(5): An example for the exception specified in paragraph (j)(5) of this AD is where a service bulletin specifies, "3700 flight hours or more since compliance with this Alert Service Bulletin," use "3700 flight hours or more since compliance with this Alert Service Bulletin as of the effective date of this AD."

(6) Where Tables 1 and 3 of ASB AS332-53.02.05 Rev 2, and Table 1 of ASB AS332-53.02.07 Rev 1, specify certain configurations in the "Configuration" column, this AD requires compliance for those configurations as of December 7, 2020 (the effective date of AD 2020-22-01).

(7) Where the Accomplishment Instructions, paragraph 3.B.2.b.3 of ASB AS332-53.02.05 Rev 2, and the Accomplishment Instructions, paragraph 3.B.2.b.2 of ASB AS332-53.02.07 Rev 1 specify performing a check of the condition of the bores and frames, for this AD for ASB AS332-53.02.05 Rev 2 replace the text, “Perform a check of the state of the frame bores as per paragraph G.2. of the Work Card 53-10-00-402 (MET),” with “Perform a check of the state of the frame bores as per paragraph F.2.b.(2) of the Work Card 53-10-00-402 (MET);” and for ASB AS332-53.02.07 Rev 1 replace the text, “Check the condition of the bores and the frames using the endoscope (yy) as per paragraph G.2. of Work Card 53-10-00-402 (MET),” with “Check the condition of the bores and the frames using the endoscope (yy) as per paragraph F.2.b.(2) of Work Card 53-10-00-402 (MET).”

(8) Where ASB AS332-53.02.05 Rev 2 and ASB AS332-53.02.07 Rev 1 specify discarding parts, you are not required to discard parts.

(9) Where ASB AS332-53.02.05 Rev 2 and ASB AS332-53.02.07 Rev 1 specify contacting Airbus Helicopters for repair instructions, this AD requires repair done in accordance with a method approved by the Manager, General Aviation and 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.

(10) Where ASB AS332-53.02.05 Rev 2, and ASB AS332-53.02.07 Rev 1, specify if sealing compound is present, or if no sealing compound is present but there is corrosion, take a photo, place the part in quarantine, and contact Airbus Helicopters for repair instructions, this AD requires repair done in accordance with a method approved by the Manager, General Aviation and Rotorcraft Section, International Validation Branch, FAA; or EASA; or Airbus Helicopters' EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature. This AD does not require taking a photo or placing the part in quarantine.

(k) Reporting

If, during any inspection required by paragraph (h) of this AD, there is any discrepancy, report the inspection results to Airbus Helicopters at the applicable time specified in paragraph (k)(1) or (2) of this AD. The report should include the information specified in Appendix 4.A. of Airbus Helicopters ASB AS332-53.02.05 Rev 2; or ASB AS332-53.02.07 Rev 1, as applicable.

(1) If the inspection was done on or after the effective date of this AD: Submit the report within 30 days after the inspection.

(2) If the inspection was done before the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

(l) Credit for Previous Actions

(1) For helicopters identified in ASB AS332-53.02.05 Rev 2: This paragraph provides credit for initial inspections required by paragraph (h) of this AD, if those actions were performed before the effective date of this AD using Airbus Helicopters ASB AS332-53.02.05, Revision 1, dated March 2, 2020, or Airbus Helicopters ASB AS332-53.02.05, Revision 0, dated April 18, 2019.

(2) For helicopters identified in ASB AS332-53.02.07 Rev 1: This paragraph provides credit for initial inspections required by paragraph (h) of this AD, if those actions were performed before the effective date of this AD using Airbus Helicopters ASB AS332-53-02.07 Revision 0, dated October 21, 2019.

(m) Special Flight Permits

Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199, provided no passengers are onboard.

(n) 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 (o)(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.

(o) Related Information

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

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

(3) The subject of this AD is addressed in European Union Aviation Safety Agency (EASA) AD 2021-0222, dated October 6, 2021. You may view the EASA AD on the internet at https://www.regulations.gov in Docket No. FAA-2022-0096.

(p) Material Incorporated by Reference

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

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

(i) Airbus Helicopters Alert Service Bulletin No. AS332-53.02.05, Revision 2, dated August 19, 2021.

(ii) Airbus Helicopters Alert Service Bulletin No. AS332-53.02.07, Revision 1, dated August 19, 2021.

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

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

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

Issued on April 5, 2022.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2022-07705 Filed 4-11-22; 8:45 am]

2022-08-02 Airbus Helicopters: Amendment 39-22005; Docket No. FAA-2022-0097; Project Identifier MCAI-2021-01115-R.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus Helicopters Model EC 155B and EC155B1 helicopters, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 7600, Engine Controls.

(e) Unsafe Condition

This AD was prompted by a report of a discrepancy in the Rotorcraft Flight Manual (RFM) where the rotorcraft stay-up flying capabilities for Category B operation were provided through performance data only, not as airworthiness limitations that are dependent upon the number of passengers on board. The FAA is issuing this AD to address this discrepancy in the RFM, which could lead to an incorrect determination of the stay-up flying capabilities, possibly resulting in reduced control of the helicopter.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2021-0225, dated October 8, 2021 (EASA AD 2021-0225).

(h) Exceptions to EASA AD 2021-0225

(1) Where EASA AD 2021-0225 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where paragraph (1) of EASA AD 2021-0225 specifies to "inform all flight crew and, thereafter, operate the helicopter accordingly," this AD does not require those actions.

(3) This AD does not mandate compliance with the "Remarks" section of EASA AD 2021-0225.

(4) Where paragraph (2) of EASA AD 2021-0225 specifies an acceptable compliance method, replace the text "which includes information of equal effect to that presented" with "which includes information identical to that presented."

(5) The action required by paragraphs (1) and (2) of EASA AD 2021-0225 may be performed by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the aircraft records showing compliance with this AD in accordance with 14 CFR 43.9(a)(1) through (4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417 or 135.439.

(i) Special Flight Permit

Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199, provided that no passengers are onboard.

(j) Alternative Methods of Compliance (AMOCs)

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

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

(k) Related Information

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

(l) Material Incorporated by Reference

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

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

(i) European Union Aviation Safety Agency (EASA) AD 2021-0225, dated October 8, 2021.

(ii) [Reserved]

(3) For the EASA AD 2021-0225, contact 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-2022-0097.

(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 April 4, 2022.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2022-07709 Filed 4-11-22; 8:45 am]

2022-08-03 Textron Aviation Inc. (Type Certificate previously held by Cessna Aircraft Company): Amendment 39-22006; Docket No. FAA-2022-0014; Project Identifier AD-2021-00114-A.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Textron Aviation Inc. (Type Certificate previously held by Cessna Aircraft Company) Model 120 and 140 airplanes, serial numbers (S/Ns) 10070 through 15075, and Model 140A airplanes, all serial numbers, certificated in any category.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of seat belt center bracket failures from overstress. The FAA is issuing this AD to prevent failure of the seat belt center brackets. The unsafe condition, if not addressed, could result in failure of the seat belt center bracket, which could lead to failure of the seat belt restraint system and injury to 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, determine if the seatbelt center bracket located between the two seats is made of steel by placing a magnet on the center of the bracket. This action 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. This authority is not applicable to aircraft being operated under 14 CFR part 119.

(i) If the seat belt center bracket is made of steel, no additional action is required.

(ii) If the seat belt center bracket is not made of steel, within 12 months after the effective date of this AD, replace with a steel part number (P/N) 0425132 seat belt center bracket.

(2) As of the effective date of this AD, do not install a seat belt center bracket P/N 0425132 that is not made of steel on any airplane.

(h) 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 (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 Bobbie Kroetch, Aviation Safety Engineer, Wichita ACO Branch, FAA, 1801 Airport Road, Wichita, KS 67209; phone: (316) 946-4155; email: bobbie.kroetch@faa.gov or Wichita-COS@faa.gov.

(j) Material Incorporated by Reference

None.

Issued on April 6, 2022.
Derek Morgan,
Acting Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2022-07749 Filed 4-11-22; 8:45 am]

2022-08-10 Hamilton Sundstrand Corporation: Amendment 39-22013; Docket No. FAA-2021-0032; Project Identifier AD-2020-01314-P.

(a) Effective Date

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

(b) Affected ADs

This AD replaces AD 2020-12-07, Amendment 39-21142 (85 FR 36145, June 15, 2020).

(c) Applicability

This AD applies to all Hamilton Sundstrand Corporation (Hamilton Sundstrand) 54H model propellers with a propeller hub, model 54H60, installed.

Note to paragraph (c): Hamilton Sundstrand references propeller model 54H60 in Hamilton Sundstrand Alert Service Bulletin (ASB) 54H60-61-A154, Revision 1, dated May 29, 2020. These are model 54H propellers with a 54H60 model propeller hub.

(d) Subject

Joint Aircraft System Component (JASC) Code 6111, Propeller Blade Section.

(e) Unsafe Condition

This AD was prompted by the separation of a propeller blade that resulted in the loss of an airplane and 17 fatalities. The FAA is issuing this AD to detect cracking in the propeller blade taper bore. The unsafe condition, if not addressed, could result in failure of the propeller blade, blade separation, and loss of the airplane.

(f) Compliance

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

(g) Required Actions

(1) For propellers with an installed propeller blade having a blade serial number (S/N) below 813320, that has not been overhauled within the past sixty (60) months, within one year or 500 flight hours (FHs) after July 20, 2020 (the effective date of AD 2020-12-07), whichever occurs first, perform an eddy current inspection (ECI) of all blades installed on the propeller.

(2) For propellers with an installed propeller blade having a blade S/N below 813320, that has been overhauled within the past sixty (60) months, within two years or 1,000 FHs after July 20, 2020 (the effective date of AD 2020-12-07), whichever occurs first, perform an ECI of all blades installed on the propeller.

(3) For propellers with an installed propeller blade, blade S/N 813320 and above, that has not been overhauled within ten years since new or since last overhaul, within one year or 500 FHs after the effective date of this AD, whichever occurs first, perform an ECI of all blades installed on the propeller.

(4) Perform the ECI of the propeller blades required by paragraphs (g)(1) through (3) of this AD in accordance with the Accomplishment Instructions, paragraph 3.C.(5), of both Hamilton Sundstrand ASB 54H60-61-A154, Revision 1, dated May 29, 2020, and of Hamilton Sundstrand ASB 54H60-61-A155, dated May 29, 2020.

(5) For all propellers identified in paragraphs (g)(1) through (3) of this AD, repeat the inspection required by paragraphs (g)(1) through (4) of this AD at intervals not exceeding 3 years or 1,500 FHs, whichever comes first, from the previous inspection.

(6) If a propeller blade fails any inspection required by this AD, based on the criteria in Accomplishment Instructions, paragraph 3.C.(5)(g) of Hamilton Sundstrand ASB 54H60-61-A154, Revision 1, dated May 29, 2020, and paragraph 3.C.(5)(j) of Hamilton Sundstrand ASB 54H60-61-A155, dated May 29, 2020, remove the blade from service before further flight and replace with a blade eligible for installation.

(7) Report the results of the ECI required by paragraphs (g)(1) through (5) of this AD in accordance with the Accomplishment Instructions, paragraph 3.C.(6), of Hamilton Sundstrand ASB 54H60-61-A154, Revision 1, dated May 29, 2020.

(h) Installation Prohibition

(1) After the effective date of this AD, do not install onto any propeller a Hamilton Sundstrand propeller blade identified in paragraphs (g)(1) through (3) of this AD, unless the blade has first passed the initial inspection required by paragraphs (g)(1) through (4) of this AD.

(2) After the effective date of this AD, do not install any propeller assembly with a propeller blade identified in paragraphs (g)(1) through (3) of this AD onto any aircraft unless the propeller blades have first passed the initial inspection required by paragraphs (g)(1) through (4) of this AD.

Note to paragraph (h)(2): Operators may install a propeller assembly with a propeller blade identified in paragraphs (g)(1) through (3) of this AD if the propeller blade assembly is not disassembled and the propeller blades are not yet due for an ECI as required by paragraphs (g)(1) through (4) of this AD.

(i) Credit for Previous Actions

You may take credit for the initial ECI of a propeller blade required by paragraphs (g)(1) and (2) of this AD and the replacement of a propeller blade required by paragraph (g)(6) of this AD if the actions were completed before the effective date of this AD using Hamilton Sundstrand ASB 54H60-61-A154, dated August 26, 2019.

(j) 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 (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.

(k) Related Information

For more information about this AD, contact Michael Schwetz, Aviation Safety Engineer, Boston ACO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238-7761; fax: (781) 238-7199; email: 9-AVS-AIR-BACO-COS@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) Hamilton Sundstrand Alert Service Bulletin (ASB) 54H60-61-A154, Revision 1, dated May 29, 2020.

(ii) Hamilton Sundstrand ASB 54H60-61-A155, dated May 29, 2020.

(3) For service information identified in this AD, contact Hamilton Sundstrand, 1 Hamilton Road, Windsor Locks, CT 06096-1010; phone: (877) 808-7575; email: CRC@collins.com.

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (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 April 7, 2022.

Ross Landes,

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

[FR Doc. 2022-08539 Filed 4-21-22; 8:45 am]

2022-08-11 Bell Textron Canada Limited: Amendment 39-22014; Docket No. FAA-2021-1078; Project Identifier MCAI-2020-01574-R.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bell Textron Canada Limited Model 429 helicopters, certificated in any category, serial numbers 57001 through 57369 inclusive, 57371, and 57373.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 3100, Indicating/Recording System.

(e) Unsafe Condition

This AD was prompted by in-service reports of the loss of display and subsequent recovery of certain display units (DUs). The FAA is issuing this AD to address a DU power cycle occurring during flight and consequent momentary loss of display information on the primary flight display and other DUs, which if not addressed, could result in the unexpected loss of display of important flight parameters to the pilots, including attitude, approach, airspeed, altitude, flight director information, navigation system cues, as well as engine and rotor drive system indications.

(f) Compliance

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

(g) Revising the Rotorcraft Flight Manual Supplement (RFMS)

Within 30 days after the effective date of this AD: Revise the Types of Operation–Limitations (section 1-3-A.) of the existing RFMS for your helicopter to include the information in the "Limitations" specified in figure 1 to paragraph (g) of this AD, revise the Configuration (section 1-5.) of the existing RFMS for your helicopter to include the information in the "Configuration" specified in figure 2 to paragraph (g) of this AD, and revise the Emergency and Malfunction Procedures (section 3) of the existing RFMS for your helicopter to include the information in the "CENTER DU FAILURE (RK CONFIGURATION)" specified in figure 3 to paragraph (g) of this AD.

Figure 1 to paragraph (g)–Limitations revision

Figure 1 to paragraph (g) – *Limitations revision*

1-3-A. LIMITATIONS

Safe Taxi® and Chart View, if installed, shall not be used as primary means for flight crews to orient themselves on the airport surface.

Use of the GTN for primary navigation for latitudes above 89.00°N and below 89.00°S is not authorized.

With Garmin main software 6.21 or later, MAP mode on the Pilot and Co-pilot (if installed) Rogerson Kratos (RK) DU shall not be selected as this may cause a power cycle of the DU.

With Garmin main software 6.21 or later, MAP mode on the center RK DU shall not be selected during a DME Arc approach, as this may cause a power cycle of the DU.

With Garmin main software 6.21 or later and optional search pattern kit enabled, MAP mode on the center RK DU shall not be selected during search pattern operations. Excessive search pattern legs in DU MAP mode may cause a power cycle of the DU.

The SD card or Flight Stream 510 (MMC) shall be present in each unit at all times.

Demo mode shall not be used in flight.

Figure 2 to paragraph (g)–Configuration revision

Figure 2 to paragraph (g) – *Configuration revision*

1-5. CONFIGURATION

Garmin GTN 750/650 main software shall be Version 4.00 with GPS software 5.00 or main software 6.21 with GPS software 5.2, or main software 6.62 with GPS software 5.2.

Flight Stream 510, if installed, shall be version 2.32 or later.

Both GTN units shall have the same software versions.

With Garmin main software 6.21 or later, TCAS POP-UP mode shall be DISABLED on the Rogerson Kratos (RK) DU.

Figure 3 to paragraph (g)–Emergency and Malfunction Procedures revision

Figure 3 to paragraph (g) – *Emergency and Malfunction Procedures revision*

3-14-B. CENTER DU FAILURE
(RK CONFIGURATION)

- INDICATIONS:

  DU screen momentarily goes blank.

  Pilot and Co-pilot (if installed) DU goes into composite mode.

- PROCEDURE:

  NOTE

  MAP mode on center DU is defaulted ON with Weather Radar (if installed).

  Center DU — Deselect MAP mode.

  Pilot/Copilot DU — Select flight mode, as desired.

Note 1 to paragraph (g): The information in the "Limitations" specified in figure 1 to paragraph (g), "Configuration" specified in figure 2 to paragraph (g), and "CENTER DU FAILURE (RK CONFIGURATION)" specified in figure 3 to paragraph (g) of this AD can be found in Bell 429 Rotorcraft Flight Manual Supplement BHT-429-FMS-19, Revision 7, dated December 14, 2021.

(h) Disabling the Traffic Alert and Collision Avoidance System (TCAS) POP-UP Feature

Within 30 days after the effective date of this AD: Disable the TCAS POP-UP mode, including those helicopters equipped with the TCAS kit, in the parameter setup page on all RK DUs, in accordance with paragraph 3. of the Accomplishment Instructions of Bell Alert Service Bulletin 429-20-51, Revision B, dated July 17, 2021.

(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 Darren Gassetto, Aerospace Engineer, COS Program Management Section, FAA, Operational Safety Branch, Compliance & Airworthiness Division, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone (516) 228-7323; email Darren.Gassetto@faa.gov.

(2) The subject of this AD is addressed in Transport Canada AD CF-2020-18R2, dated January 27, 2022. You may view the Transport Canada AD at https://www.regulations.gov in Docket No. FAA-2021-1078.

(3) Bell 429 Rotorcraft Flight Manual Supplement BHT-429-FMS-19, Revision 7, dated December 14, 2021, which is not incorporated by reference, contains additional information about the subject of this AD. This service information is available at the contact information specified in paragraphs (k)(3) and (4) of this AD.

(k) Material Incorporated by Reference

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

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

(i) Bell Alert Service Bulletin 429-20-51, Revision B, dated July 17, 2021.

(ii) [Reserved]

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

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

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

Issued on April 5, 2022.

Derek Morgan,

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

[FR Doc. 2022-08563 Filed 4-21-22; 8:45 am]

2022-08-13 Pratt & Whitney Canada Corp.: Amendment 39-22016; Docket No. FAA-2020-0692; Project Identifier MCAI-2019-00140-E.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Pratt & Whitney Canada Corp. PT6A-34, -34B, -34AG, -114, and -114A model turboprop engines.

(d) Subject

Joint Aircraft System Component (JASC) Code 7250, Turbine Section.

(e) Unsafe Condition

This AD was prompted by several reports of low-time fractures of compressor turbine (CT) blades resulting in loss of power or in-flight shutdown of the engine. The FAA is issuing this AD to prevent failure of the CT blade. The unsafe condition, if not addressed, could result in failure of the engine, in-flight shutdown, and loss of the airplane.

(f) Compliance

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

(g) Required Actions

(1) Within 250 flight hours (FHs) or 270 days after the effective date of this AD, whichever occurs first:

(i) Remove from service any CT vane, part number (P/N) 3029051, 3032151, or 3123001, repaired in accordance with Southwest Turbine Inc. (STI) Repair Specification STI 72-50-254 (STI 72-50-254) and replace with a non-STI 72-50-254 repaired CT vane.

(ii) Remove from service any CMSX-6 CT blade that has been operated on an affected engine with any CT vane repaired in accordance with STI 72-50-254.

(2) [Reserved]

(h) Installation Prohibition

After the effective date of this AD, do not install on any engine a CT vane, P/N 3029051, 3032151, or 3123001, that was repaired in accordance with STI 72-50-254.

(i) Alternative Methods of Compliance (AMOCs)

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

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

(j) Related Information

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

(2) Refer to Transport Canada AD CF 2019-30R1, dated December 17, 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-2020-0692.

(k) Material Incorporated by Reference

None.

Issued on April 7, 2022.
Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2022-08562 Filed 4-21-22; 8:45 am]

2022-08-15 Airbus Helicopters Deutschland GmbH (AHD): Amendment 39-22018; Docket No. FAA-2022-0100; Project Identifier MCAI-2021-01128-R.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

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

(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, possibly 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, European Union Aviation Safety Agency (EASA) AD 2021-0231, dated October 15, 2021 (EASA AD 2021-0231).

(h) Exceptions to EASA AD 2021-0231

(1) Where EASA AD 2021-0231 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 2021-0231.

(3) Where paragraph (1) of EASA AD 2021-0231 requires replacing each affected part with a serviceable part within 12 months, this AD requires compliance within 3 months after the effective date of this AD.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2021-0231 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Alternative Methods of Compliance (AMOCs)

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

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

(k) Related Information

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

(l) Material Incorporated by Reference

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

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

(i) European Union Aviation Safety Agency (EASA) AD 2021-0231, dated October 15, 2021.

(ii) [Reserved]

(3) For EASA AD 2021-0231, 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-2022-0100.

(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 April 7, 2022.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2022-08487 Filed 4-20-22; 8:45 am]