FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

SMALL AIRPLANES, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2022-11

5/9/2022 - 5/22/2022

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

Biweekly 2022-10

2022-09-04	R 2021-05-05	Airbus Helicopters	SA-365N1, AS-365N2, AS 365 N3, SA-366G1, EC 155B, and EC155B1
2022-09-07	R 2019-11-05 A 2020-17-10	Bell Textron Canada Limited	429
2022-09-13		Piper Aircraft, Inc.	PA-34-200
2022-09-17		Scheibe-Aircraft-GmbH	SF 25 C
2022-10-51	E	Airbus Helicopters; Airbus Helicopters Deutschland GmbH	AS350B, AS350B1, AS350B2, AS350B3, AS350BA, AS350D, AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP, EC130B4, and EC130T2; EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T3, MBB-BK 117 C-2, MBB-BK 117 D-2, and MBB-BK 117 D-3

Biweekly 2022-11

2022-08-09		Pilatus Aircraft Ltd.	PC-24
2022-10-01		Pilatus Aircraft Ltd.	PC-12/47E
2022-10-03		Viking Air Limited	DHC-6-1, DHC-6-100, DHC-6-200, DHC-6-300, and DHC-6-400
2022-10-07	R 89-24-06 R1	Viking Air Limited	DHC-6-1, DHC-6-100, DHC-6-200, DHC-6-300, and DHC-6-400

2022-08-09 Pilatus Aircraft Ltd.: Amendment 39-22012; Docket No. FAA-2022-0084; Project Identifier MCAI-2020-01312-A.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pilatus Aircraft Ltd. Model PC-24 airplanes, all serial numbers, certificated in any category.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 2200, Auto Flight System; 2400, Electrical Power System; 3140, Central Computers (EICAS); 3500, Oxygen System; and 4500, Central Maint, Computer.

(e) Unsafe Condition

This AD was prompted by a failure of the dual ethernet communication channel on a dual-channel data concentration and processing unit, which triggered the opening of electronic circuit breakers that caused several unintended system activations. The FAA is issuing this AD to prevent failure of the dual ethernet communication channel on a dual-channel data concentration and processing unit. The unsafe condition, if not addressed, could result in increased pilot workload and reduced control of the airplane.

(f) Compliance

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

(g) Required Actions

(1) For Group 1 airplanes as defined under the “Definitions” section in European Union Aviation Safety Agency AD 2020-0200, dated September 21, 2020 (EASA AD 2020-0200): Install the build 7.3 standard software upgrade to the utility management system software in accordance with paragraph 1 and the “Ref. Publications” section of EASA AD 2020-0200, except you are required to comply within 30 days after the effective date of this AD. After updating the software, do not install on that airplane utility management system software that is earlier than version 7.3.

(2) For Group 2 airplanes as defined under the “Definitions” section in EASA AD 2020-0200: As of the effective date of this AD, do not install utility management system software that is earlier than version 7.3 on any airplane.

(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) of this AD and email to: 9-AVS-AIR-730-AMOC@faa.gov.

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

(i) Related Information

For more information about this AD, contact Doug Rudolph, Aviation Safety Engineer, General Aviation & Rotorcraft Section, International Validation Branch, FAA, 901 Locust, Room 301, Kansas City, MO 64106; phone: (816) 329-4059; email: doug.rudolph@faa.gov.

(j) Material Incorporated by Reference

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

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

(i) European Union Aviation Safety Agency (EASA) AD 2020-0200, dated September 21, 2020.

(ii) [Reserved]

(3) For EASA material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: ADs@easa.europa.eu; website: 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, 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. This material may be found in the AD docket at https://www.regulations.gov by searching for and locating Docket No. FAA-2022-0084.

(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: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued on May 3, 2022.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2022-09815 Filed 5-9-22; 8:45 am]

2022-10-01 Pilatus Aircraft Ltd.: Amendment 39-22039; Docket No. FAA-2022-0092; Project Identifier MCAI-2020-01428-A.

(a) Effective Date

This airworthiness directive (AD) is effective June 24, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pilatus Aircraft Ltd. Model PC-12/47E airplanes, serial numbers 2001 and larger, certificated in any category.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as a batch of incorrectly sized fuel transfer ejector nozzles that were installed on Model PC-12/47E airplanes during production. The FAA is issuing this AD to correct the installation of incorrectly sized fuel transfer ejectors nozzles. If not addressed, this unsafe condition could result in a restriction of motive fuel flow due to ice accumulation and lead to a reduction of safety margins in the fuel system with loss of engine power or engine shutdown.

(f) Compliance

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

(g) Definitions

(1) For purposes of this AD, an "affected fuel transfer ejector" is a fuel transfer ejector part number (P/N) 968.84.71.112 with a serial number listed in the table on page 1 in section 1.C. of Pilatus PC-12 Service Bulletin No. 28-014, dated August 12, 2020 (Pilatus SB 28-014).

(2) For purposes of this AD, a "Group 1 airplane" is an airplane with an affected fuel transfer ejector installed.

(3) For purposes of this AD, a "Group 2 airplane" is an airplane without an affected fuel transfer ejector installed.

(h) Required Actions

For Group 1 airplanes: Within 4 months after the effective date of this AD, remove each fuel transfer ejector from service and install a serviceable part in accordance with Paragraph 3.B.(1) of the Accomplishment Instructions in Pilatus SB 28-014.

(i) Parts Installation Prohibition

As of the applicable time specified in paragraph (i)(1) or (2) of this AD, do not install an affected fuel transfer ejector on any airplane.

(1) For Group 1 airplanes: After replacing the fuel transfer ejector as required by paragraph (h) of this AD.

(2) For Group 2 airplanes: As of the effective date of this AD.

(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)(1) of this AD and email to: 9-AVS-AIR-730-AMOC@faa.gov.

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

(k) Related Information

(1) For more information about this AD, contact Doug Rudolph, Aviation Safety Engineer, General Aviation & Rotorcraft Section, International Validation Branch, FAA, 901 Locust, Room 301, Kansas City, MO 64106; phone: (816) 329-4059; email: doug.rudolph@faa.gov.

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2020-0229, dated October 20, 2020, for more information. You may examine the EASA AD in the AD docket at https://www.regulations.gov by searching for and locating Docket No. FAA-2022-0092.

(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) Pilatus PC-12 Service Bulletin No. 28-014, dated August 12, 2020.

(ii) [Reserved]

(3) For service information identified in this AD, contact Pilatus Aircraft Ltd., Customer Support General Aviation, CH-6371 Stans, Switzerland; phone: +41 848 24 7 365; email: techsupport.ch@pilatus-aircraft.com; website: https://www.pilatus-aircraft.com.

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. For information on the availability of this material at the FAA, call (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 30, 2022.
Gaetano A. Sciortino,
Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2022-10761 Filed 5-19-22; 8:45 am]

2022-10-03 Viking Air Limited (Type Certificate Previously Held by Bombardier, Inc. and de Havilland, Inc.): Amendment 39-22041; Docket No. FAA-2021-0217; Project Identifier MCAI-2020-01486-A.

(a) Effective Date

This airworthiness directive (AD) is effective June 23, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Viking Air Limited (type certificate previously held by Bombardier, Inc. and de Havilland, Inc.) Model DHC-6-1, DHC-6-100, DHC-6-200, DHC-6-300, and DHC-6-400 airplanes, serial numbers 001 through 987, certificated in any category.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI identifies the unsafe condition as loose quadrants on the rudder pedal torque tube and signs of loose rivets or rivet joint wear due to inadequate manufacturing tolerances. The FAA is issuing this AD to detect and correct loose rivets or rivet joint wear and signs of loose or smoking rivets. The unsafe condition, if not addressed, could result in the rudder pedal torque tube quadrant assembly deteriorating until the rivets fail, leading to loss of rudder control with consequent loss of airplane control.

(f) Compliance

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

(g) Action

Within 3 months after the effective date of this AD, inspect the rudder pedal torque tube quadrant assembly for looseness and, if there is any looseness of the rudder pedal torque tube quadrant assembly, a loose rivet, any rivet joint wear, or a smoking rivet, before further flight, repair or replace the rudder pedal torque tube or quadrant assembly. Do these actions by following the Accomplishment Instructions, steps A.1. through A.9., in Viking DHC-6 Twin Otter Service Bulletin

No. V6/0067, Revision A, dated January 26, 2021, except for any requirement to obtain repair instructions from Viking Customer Support, the repair must be accomplished using a method approved by the Manager, New York ACO Branch, FAA; Transport Canada; or Viking Air Limited's Transport Canada Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(h) Credit for Previous Actions

You may take credit for the actions required by paragraph (g) of this AD if you performed those actions before the effective date of this AD using Viking DHC-6 Twin Otter Service Bulletin V6/0067, Revision NC, dated July 16, 2020.

(i) Alternative Methods of Compliance (AMOCs)

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

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

(j) Related Information

(1) For more information about this AD, contact Deep Gaurav, Aviation Safety Engineer, New York ACO Branch, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (516) 228-7300; email: deep.gaurav@faa.gov.

(2) Refer to Transport Canada AD CF-2020-45R1, dated April 16, 2021, for related information. You may examine the Transport Canada AD in the AD docket at https://www.regulations.gov by searching for and locating Docket No. FAA-2021-0217.

(3) Service information identified in this AD that is not incorporated by reference is available at the addresses 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 (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) Viking DHC-6 Twin Otter Service Bulletin V6/0067, Revision A, dated January 26, 2021.

(ii) [Reserved]

(3) For service information identified in this AD, contact Viking Air Ltd., 1959 de Havilland Way, Sidney British Columbia, Canada V8L 5V5; phone: (800) 663-8444; email: continuing.airworthiness@vikingair.com; website: https://www.vikingair.com.

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. For information on the availability of this material at the FAA, call (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 30, 2022.

Gaetano A. Sciortino,

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

[FR Doc. 2022-10760 Filed 5-18-22; 8:45 am]

2022-10-07 Viking Air Limited (Type Certificate Previously Held by Bombardier, Inc. and de Havilland, Inc.): Amendment 39-22045; Docket No. FAA-2022-0099; Project Identifier 2019-CE-019-AD.

(a) Effective Date

This airworthiness directive (AD) is effective June 23, 2022.

(b) Affected ADs

This AD replaces AD 89-24-06 R1, Amendment 39-6670 (Docket No. 89-CE-29-AD; 55 FR 29347, July 19, 1990) (AD 89-24-06 R1).

(c) Applicability

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

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as damage to the flight control system. The FAA is issuing this AD to prevent failure of the flight control system. The unsafe condition, if not addressed, could result in loss of control of the airplane.

(f) Compliance

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

(g) Elevator Quadrant and Support Brackets: Inspections, Replacements, and Modifications

(1) Visually inspect the elevator quadrant for indications of distortion (warping, buckling, or score marks) by following paragraphs III.A.2.(a) and III.A.2.(b) of the Accomplishment Instructions in Viking DHC-6 (Twin Otter) Service Bulletin 6-511, Revision A, dated June 22, 1990 (DHC-6 SB 6-511, Revision A) at the following applicable compliance times:

(i) For Model DHC-6-1, DHC-6-100, DHC-6-200, and DHC-6-300 airplanes, before further flight after the effective date of this AD or within 400 hours time-in-service (TIS) after the last

inspection required by AD 89-24-06 R1, whichever occurs later, and thereafter at intervals not to exceed 400 hours TIS; or

(ii) For Model DHC-6-400 airplanes, before further flight after the effective date of this AD and thereafter at intervals not to exceed 400 hours TIS.

Note 1 to paragraph (g)(1): The elevator quadrant may be identified as part number (P/N) C6CFM1138-27 (Pre Mod 6/1394), P/N C6CFM1450-27 (Post Mod 6/1394 or production cut-in (PCI) serial number (S/N) 331, Pre Mod 6/1678), or P/N C6CFM1450-29 (Post Mod 6/1678 or PCI S/N 602), and is referred to as assembly P/N C6CF1137-1, -3, -5, or -7.

(2) If any indication of distortion is found on the elevator quadrant during any inspection required by paragraph (g)(1) of this AD, before further flight, replace the elevator quadrant with a serviceable part and inspect the elevator quadrant support bracket assembly for cracks by following paragraphs III.B.1. through III.B.4.(b) of the Accomplishment Instructions in DHC-6 SB 6-511, Revision A. This AD requires that you do a fluorescent penetrant inspection as the type of required dye penetrant inspection. If a crack is found in the elevator quadrant support bracket, before further flight, replace with a serviceable part by following paragraphs III.B.5 through III.B.12 of the Accomplishment Instructions in DHC-6 SB 6-511, Revision A.

(3) For Model DHC-6-1, DHC-6-100, DHC-6-200, and DHC-6-300 airplanes: Within 400 hours TIS after the effective date of this AD, unless already done within the preceding 12 months before the effective date of this AD, inspect the elevator quadrant support bracket assembly for cracks by following paragraphs III.B.1. through III.B.4.(b) of the Accomplishment Instructions in DHC-6 SB 6-511, Revision A. This AD requires that you do a fluorescent penetrant inspection as the type of required dye penetrant inspection. If a crack is found in the elevator quadrant support bracket, before further flight, replace with a serviceable part by following paragraphs III.B.5 through III.B.12 of the Accomplishment Instructions in DHC-6 SB 6-511, Revision A.

(h) Credit for Previous Actions

(1) For Model DHC-6-1, DHC-6-100, DHC-6-200, and DHC-6-300 airplanes: This paragraph provides credit for the inspection required by paragraph (g)(1) of this AD if you performed the inspection before the effective date of this AD using paragraph (a)(1) of AD 89-24-06 R1.

(2) For Model DHC-6-1, DHC-6-100, DHC-6-200, and DHC-6-300 airplanes: This paragraph provides credit for the fluorescent penetrant inspection and subsequent replacement of the elevator quadrant support bracket due to a crack found from the fluorescent penetrant inspection required by paragraph (g)(2) of this AD if performed before the effective date of this AD using paragraphs (a)(3) and (4) of AD 89-24-06 R1.

(i) Alternative Methods of Compliance (AMOCs)

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

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

(j) Related Information

(1) For more information about this AD, contact Darren Gassetto, Aviation Safety Engineer, New York ACO Branch, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (516) 228-7323; email: 9-avs-nyaco-cos@faa.gov.

(2) Refer to Transport Canada AD CF-1972-06R5, dated June 22, 2018, for more information. You may examine the Transport Canada AD at https://www.regulations.gov by searching for and locating Docket No. FAA-2022-0099.

(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) Viking DHC-6 (Twin Otter) Service Bulletin 6-511, Revision A, dated June 22, 1990.

(ii) [Reserved]

(3) For service information identified in this AD, contact Viking Air Ltd., 1959 de Havilland Way, Sidney British Columbia, Canada V8L 5V5; phone: (800) 663-8444; email: continuing.airworthiness@vikingair.com; website: https://www.vikingair.com.

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. For information on the availability of this material at the FAA, call (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 May 5, 2022.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

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