FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

SMALL AIRPLANES, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2022-13

6/6/2022 - 6/19/2022

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

Biweekly 2022-12

2022-10-02	R 2002-03-01	Honeywell International Inc.	T5311A, T5311B, T5313B, T5317A, T5317A-1, T5317B, T5317BCV, and former military T53-L-11, T53-L-11A, T53-L-11B, T53-L-11C, T53-L-11D, T53-L-11A S/SA, T53-L-13B, T53-L-13B S/SA, T53-L-13B S/SB, and T53-L-703
2022-10-06	R 2017-18-14	Rolls-Royce Corporation	250-C20, 250-C20B, 250-C20C (T63-A-720), 250-C20F, 250-C20J, 250-C20R, 250-C20R/1, 250-C20R/2, 250-C20R/4, 250-C20W, 250-C300/A1, and 250-C300/B1
2022-10-09		Airbus Helicopters	SA-365C1 and SA-365C2
2022-10-51	E	Airbus Helicopters and 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
2022-11-04	R 2020-26-13	Sikorsky Aircraft Corporation	S-92A
2022-11-06		Leonardo S.p.a.	A109S
2022-11-07		Airbus Helicopters Deutschland GmbH	MBB-BK117 A-1, MBB-BK117 A-3, MBB-BK117 A-4, MBB-BK117 B-1, MBB-BK117 B-2, MBB-BK117 C-1, MBB-BK117 C-2, and MBB-BK117 D-2
2022-11-08	A 2011-22-05 R1 A 2016-25-20	Airbus Helicopters	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350D, EC130B4, and EC130T2
2022-11-09		Viking Air Limited	DHC-6-1, DHC-6-100, DHC-6-200, DHC-6-300, and DHC-6-400
2022-11-10		Piper Aircraft, Inc.	PA-46-600TP
2022-11-19		Bell Textron Inc.	212, 412, 412CF, and 412EP

Biweekly 2022-13

2022-11-12		Viking Air Limited	DHC-6-1, DHC-6-100, DHC-6-200, DHC-6-300, and DHC-6-400
2022-11-16		British Aerospace (Operations) Limited and British Aerospace Regional Aircraft	Jetstream Model 3101; Jetstream Model 3201
2022-11-18		Airbus Helicopters	AS355E, AS355F, AS355F1, AS355F2, AS-365N2, AS 365 N3, SA-365N, SA-365N1, EC 155B, and EC155B1
2022-12-06		Costruzioni Aeronautiche Tecnam S.P.A.	P2012 Traveller
2022-12-07	R 75-23-03	Alexander Schleicher GmbH & Co. Segelflugzeugbau	Ka2B, Ka 6, Ka 6 B, Ka 6 BR, Ka 6 C, Ka 6 CR, K 7, K 8, K 8 B, and AS-K 13
2022-12-08		Robinson Helicopter Company	R22 BETA; R44; R44 II
2022-12-09	R 2017-15-06	British Aerospace (Operations) Limited and British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, and Jetstream Model 3101; Jetstream Model 3201
2022-13-01		Leonardo S.p.a	AW169
2022-13-03		Cameron Balloons Ltd.	fuel cylinder

2022-11-12 Viking Air Limited (Type Certificate Previously Held by Bombardier Inc. and de Havilland, Inc.): Amendment 39-22062; Docket No. FAA-2022-0284; Project Identifier MCAI-2021-01369-A.

(a) Effective Date

This airworthiness directive (AD) is effective July 13, 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 989, certificated in any category.

(d) Subject

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

(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 binding of the rod end bearing connecting the lower fuel control unit (FCU) push rod assembly to the FCU power lever. The unsafe condition, if not addressed, could lead to the inability to reduce power on the affected engine, which could result in an in-flight engine shutdown and reduced airplane control.

(f) Definitions

(1) For purposes of this AD, an "affected FCU pushrod assembly" is one of the following:
(i) Lower FCU push rod assembly part number (P/N) C6CE1398-7; or
(ii) Lower FCU push rod assembly P/N C6CE1398-3 with P/N VSC30-3A rod end bearing installed.
Note 1 to paragraph (f)(1): P/N C6CE1398-7 may also be referred to as modification (MOD) 6/2347.
(2) For purposes of this AD, a "serviceable FCU push rod assembly" is lower FCU push rod assembly P/N C6CE1398-9.
Note 2 to paragraph (f)(2): P/N C6CE1398-9 may also be referred to as MOD 6/2484.

(g) Compliance

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

(h) Required Actions

(1) Within 125 hours time-in-service (TIS) after the effective date of this AD or within 30 days after the effective date of this AD, whichever occurs first, test each affected FCU push rod assembly for binding and restriction in accordance with the Accomplishment Instructions, paragraphs A.1. through A.3., in Viking DHC-6 Twin Otter Service Bulletin No. V6/0063, Revision A, dated February 1, 2021 (Viking SB V6/0063, Revision A).

(i) If there is any binding or restriction, before further flight, remove both affected FCU push rod assemblies from service and install serviceable FCU push rod assemblies in accordance with the Accomplishment Instructions, paragraph A.4., in Viking SB V6/0063, Revision A, and the Accomplishment Instructions, Sections A through C, in Viking DHC-6 Twin Otter Technical Bulletin No. V6/00155, Revision NC, dated September 14, 2020 (Viking TB V6/00155, Revision NC).

(ii) If there is no binding and no restriction, before further flight, remove each affected FCU push rod assembly, clean the push rod ends, and inspect each affected FCU push rod assembly for corrosion and condition of the lubricant. Pay particular attention to the bearing ball and race.

(A) If there is no corrosion and the lubricant color and texture is normal, before further flight, lubricate each affected FCU push rod assembly in accordance with the Accomplishment Instructions, Section C, in Viking SB V6/0063, Revision A.

(B) If there is corrosion or if the lubricant is abnormal in color (too dark) or texture (too sticky), before further flight, remove both affected FCU push rod assemblies from service and install serviceable FCU push rod assemblies in accordance with the Accomplishment Instructions, paragraph A.4, in Viking SB V6/0063, Revision A, and the Accomplishment Instructions, Sections A through C, in Viking TB V6/00155, Revision NC.

(2) Repeat the requirements of this AD as follows until both affected FCU push rod assemblies are replaced.

(i) Test and lubrication: At intervals not to exceed 125 hours TIS or before further flight anytime the airplane has not been operated for a period of 30 days, whichever occurs first.

(ii) Inspection: At intervals not to exceed 1,500 hours TIS.

(3) As of the effective date of this AD, do not install an affected FCU push rod assembly on any airplane.

(i) Credit for Previous Actions

You may take credit for the test, inspection, replacement, and lubrication required by paragraphs (h)(1) and (2) of this AD if you performed those actions before the effective date of this AD using Viking DHC-6 Twin Otter Service Bulletin No. V6/0063, Revision NC, dated June 7, 2019.

(j) Alternative Methods of Compliance (AMOCs)

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

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

(k) Related Information

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

(2) Refer to Transport Canada AD CF-2021-42, dated November 26, 2021, for more information. You may examine the Transport Canada AD in the AD docket at https://www.regulations.gov by searching for and locating it in Docket No. FAA-2022-0284.

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

(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) Viking DHC-6 Twin Otter Service Bulletin No. V6/0063, Revision A, dated February 1, 2021.

(ii) Viking DHC-6 Twin Otter Technical Bulletin No. V6/00155, Revision NC, dated September 14, 2020.

(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 24, 2022.

Gaetano A. Sciortino,

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

[FR Doc. 2022-12184 Filed 6-7-22; 8:45 am]

2022-11-16 British Aerospace (Operations) Limited and British Aerospace Regional Aircraft: Amendment 39-22066; Docket No. FAA-2022-0285; Project Identifier MCAI-2021-01448-A.

(a) Effective Date

This airworthiness directive (AD) is effective July 13, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to British Aerospace (Operations) Limited Model Jetstream Model 3101 airplanes and British Aerospace Regional Aircraft Model Jetstream Model 3201 airplanes, all serial numbers, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 2720, Rudder Control System; and 2730, Elevator 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 stress corrosion cracking of the primary flight control cable terminal. The FAA is issuing this AD to detect and correct corrosion, pitting, or cracking in the primary flight control cable terminals. The unsafe condition, if not addressed, could result in failure of the primary flight control cable terminal and loss of airplane control.

(f) Compliance

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

(g) Required Actions

(1) Before any primary rudder or primary elevator flight control circuit cable accumulates 16 years since first installation on an airplane or within 12 months after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed 24 months, inspect all threaded turnbuckle type control cable terminals for signs of corrosion, pitting, and cracking by following paragraph (2) in Section 2.B. Part 1 and Section 2.B. Part 2 of the Accomplishment Instructions in British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 27-JA181040, Original Issue, dated

January 17, 2019 (SB 27-JA181040). If the age of any primary rudder or primary elevator flight control circuit cable is unknown, do the inspection within 12 months after the effective date of this AD and thereafter at intervals not to exceed 24 months.

(2) If, during any inspection required by paragraph (g)(1) of this AD, there is pitting or cracking or corrosion that exceeds minimum damage limits, before further flight, replace the affected cable assembly with a new (zero hours time-in-service) cable assembly.

(3) Replacing a cable assembly does not terminate the inspections required by this AD. After replacing a cable assembly, do the inspection in paragraph (g)(1) of this AD before the cable assembly accumulates 15 years since first installation on an airplane and thereafter at intervals not to exceed 24 months.

(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 certification office, send it to the attention of the person identified in paragraph (i)(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.

(i) 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 Civil Aviation Authority (CAA) AD G-2021-0017, dated December 21, 2021, for related information. You may examine the CAA AD in the AD docket at https://www.regulations.gov by searching for and locating Docket No. FAA-2022-0285.

(j) Material Incorporated by Reference

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

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

(i) British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 27-JA181040, Original Issue, dated January 17, 2019.

(ii) [Reserved]

(3) For service information identified in this AD, contact BAE Systems (Operations) Ltd., Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, United Kingdom; phone: +44 3300 488727; fax: +44 1292 675704; email: RApublications@baesystems.com; website: https://www.baesystems.com/businesses/regionalaircraft/.

(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 24, 2022.

Ross Landes,

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

[FR Doc. 2022-12182 Filed 6-7-22; 8:45 am]

2022-11-18 Airbus Helicopters: Amendment 39-22068; Docket No. FAA-2022-0381; Project Identifier MCAI-2021-01314-R.

(a) Effective Date

This airworthiness directive (AD) is effective July 13, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus Helicopters Model AS355E, AS355F, AS355F1, AS355F2, AS-365N2, AS 365 N3, SA-365N, SA-365N1, EC 155B, and EC155B1 helicopters, certificated in any category.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 7110, Engine Cowling System.

(e) Unsafe Condition

This AD was prompted by investigation results from an engine compartment fire, which determined some of the internal parts of the engine upper fixed cowling (engine cowling) were painted with finish paint on top of the primer layer. The FAA is issuing this AD to detect finish paint inside the duct of the engine cowling. The unsafe condition, if not addressed, could result in fire propagation in case of exposure to high temperature, damage to the helicopter, and injury to the 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 2021-0265, dated November 23, 2021 (EASA AD 2021-0265).

(h) Exceptions to EASA AD 2021-0265

(1) Where EASA AD 2021-0265 requires compliance in terms of flight hours (FH), this AD requires using hours time-in-service.

(2) Where EASA AD 2021-0265 refers to its effective date, this AD requires using the effective date of this AD.

(3) Where paragraph (1) of EASA AD 2021-0265 specifies "in accordance with the instructions of paragraph 3.B of the applicable ASB," for this AD replace "in accordance with the instructions of paragraph 3.B of the applicable ASB" with "in accordance with the Accomplishment Instructions, paragraphs 3.B.2.a. through 3.B.2.b. of the applicable ASB."

(4) Where paragraph (2) of EASA AD 2021-0265 specifies to repaint or replace the affected part, replace the text "repaint (with primer layer only) that affected part or replace it with a serviceable part in accordance with the instructions of paragraph 3.B. of the applicable ASB," with "repaint (with primer layer only) that affected part in accordance with the instructions of paragraph 3.B.2.b. of the applicable ASB, or replace the affected part with a 'serviceable part' as defined in EASA AD 2021-0265."

(5) Where the service information referenced in EASA AD 2021-0265 specifies "identify again the engine upper fixed cowling (a), refer to paragraph 3.C.," this AD does require modifying your helicopter by marking "ASB No. 53.00.38," "ASB No. 53A40," or "ASB No. 53.00.65," as applicable to your helicopter, after the old P/N on the engine cowling with indelible ink, but does not require compliance with paragraph 3.C. of the "applicable ASB" as defined in EASA AD 2021-0265.

(6) Where the service information referenced in EASA AD 2021-0265 specifies during the interpretation of results from the visual check of the inside of the duct of the engine cowling, if there is any finish paint inside the duct, obey with paragraph 3.B.2.b. (i.e., perform corrective actions) not more than 6 months after you complied with paragraph 3.B.2.a., for this AD, if there is any finish paint inside the duct of the engine cowling, perform the corrective actions not more than 6 months after you complied with paragraph 3.B.2.a. Work Card 20-04-05-402 (MTC), referenced in the Accomplishment Instructions, paragraph 3.B.2.b. of the "applicable ASB" as defined in EASA AD 2021-0265 is for reference only and is not required for the actions in this AD.

(7) Where the Accomplishment Instructions, paragraph 3.B.2.b of Airbus Helicopters Alert Service Bulletin (ASB) No. AS365-53.00.65, and ASB EC155-53A040, both Revision 0, and both dated October 27, 2021, specify to refer to Work Card 53-50-00-402 (MET), or Task 53-54-00-061(AMM), to remove and install the engine cowling, for this AD those instructions are for reference only and are not required for the actions in this AD.

(8) This AD does not mandate compliance with the "Remarks" section of EASA AD 2021-0265.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2021-0265 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, 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 2021-0265, dated November 23, 2021.

(ii) [Reserved]

(3) For EASA AD 2021-0265, 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 EASA AD 2021-0265 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-2022-0381.

(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 May 24, 2022.

Ross Landes,

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

[FR Doc. 2022-12183 Filed 6-7-22; 8:45 am]

2022-12-06 Costruzioni Aeronautiche Tecnam S.P.A.: Amendment 39-22078; Docket No. FAA-2022-0151; Project Identifier MCAI-2021-00521-A.

(a) Effective Date

This airworthiness directive (AD) is effective July 19, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Costruzioni Aeronautiche Tecnam S.P.A. Model P2012 Traveller airplanes, serial numbers 002 through 030 inclusive, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 2731: Elevator Tab 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 free play in the trim tab actuator and trim tab surface. The FAA is issuing this AD to detect and correct free play in the trim tab connection, which could lead to reduced airplane control.

(f) Compliance

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

(g) Trim Tab Surface Free Play Inspection and Maintenance

Within 100 hours time-in-service (TIS) after the effective date of this AD and thereafter at intervals not to exceed 100 hours TIS, measure the trim tab surface for free play in accordance with Appendix A, Accomplishment Instructions, section 2 (Step 1–Trim Tab surface free play measurement) on pages 3 and 4 of Tecnam Service Bulletin 398-CS-Edition 2, Rev. 1, dated August 17, 2020 (Tecnam SB 398-CS-Edition 2, Rev. 1). If there is free play that exceeds the allowable tolerance, before further flight, measure the trim tab actuator for free play and take any corrective actions in accordance with Appendix A, Accomplishment Instructions, section 3 (Step 2–Trim Actuator free play measurement) on page 5 of Tecnam SB 398-CS-Edition 2, Rev 1.

(h) Credit for Previous Actions

You may take credit for the initial inspection required by paragraph (g) of this AD if you performed that action before the effective date of this AD using Tecnam Service Bulletin 398-CS-Edition 2, Rev. 0, dated August 5, 2020.

(i) Alternative Methods of Compliance (AMOCs)

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

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

(j) Related Information

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

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2021-0119, dated April 30, 2021, for more information. You may examine the EASA AD in the AD docket at https://www.regulations.gov by searching for and locating Docket No. FAA-2022-0151.

(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) Tecnam Service Bulletin 398-CS-Edition 2, Rev. 1, dated August 17, 2020.

(ii) [Reserved]

(3) For service information identified in this AD, contact Costruzioni Aeronautiche Tecnam S.P.A., Airworthiness Office, Via S. D'acquisto 62, Boscotrecase, 80042, Italy; phone: +39 0823 997538; email: traveller.support@Tecnam.com; website: https://www.Tecnam.com.

(4) You may view this referenced 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 June 4, 2022.

Gaetano A. Sciortino,

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

[FR Doc. 2022-12762 Filed 6-13-22; 8:45 am]

2022-12-07 Alexander Schleicher GmbH & Co. Segelflugzeugbau: Amendment 39-22079; Docket No. FAA-2022-0293; Project Identifier MCAI-2021-01125-G.

(a) Effective Date

This airworthiness directive (AD) is effective July 21, 2022.

(b) Affected ADs

This AD replaces AD 75-23-03, Amendment 39-2414 (40 FR 50706, October 31, 1975).

(c) Applicability

This AD applies to Alexander Schleicher GmbH & Co. Segelflugzeugbau Model Ka2B, Ka 6, Ka 6 B, Ka 6 BR, Ka 6 C, Ka 6 CR, K 7, K 8, K 8 B, and AS-K 13 gliders, all serial numbers, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 5521, Elevator, Spar/Rib Structure.

(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 structural failure of an elevator during winch launching. The FAA is issuing this AD to prevent structural failure of an elevator, which could lead to loss of glider control.

(f) Compliance

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

(g) Actions

Within 30 days after the effective date of this AD and thereafter at intervals not to exceed 12 months or 500 flight cycles, whichever occurs first, inspect the glue joint between elevator rib number 1 and the plywood skin for damage by following section 3 of Alexander Schleicher GmbH & Co. Segelflugzeugbau Appendix 01-2021, Flight and Operating Manual, dated March 1, 2021. For purposes of this AD, a flight cycle would be counted anytime the glider launches and then lands. If there is any damage on the glue joint, repair before further flight.

(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 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

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

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2021-0230, dated October 14, 2021, for more information. You may examine the EASA AD at https://www.regulations.gov by searching for and locating Docket No. FAA-2022-0293.

(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) Alexander Schleicher GmbH & Co. Segelflugzeugbau Appendix 01-2021, Flight and Operating Manual, dated March 1, 2021.

(ii) [Reserved]

(3) For service information identified in this AD, contact Alexander Schleicher GmbH & Co. Segelflugzeugbau, Alexander-Schleicher-Str. 1, Poppenhausen, Germany D-36163; phone: +49 (0) 06658 89-0; email: info@alexander-schleicher.de; website: https://www.alexander-schleicher.de.

(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 June 6, 2022.

Gaetano A. Sciortino,

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

[FR Doc. 2022-12869 Filed 6-15-22; 8:45 am]

2022-12-08 Robinson Helicopter Company: Amendment 39-22080; Docket No. FAA-2022-0676; Project Identifier AD-2022-00533-R.

(a) Effective Date

This airworthiness directive (AD) is effective June 29, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the Robinson Helicopter Company helicopters identified in paragraphs (c)(1) through (3) of this AD, certificated in any category.

(1) Model R22 BETA helicopters, serial numbers (S/Ns) 4825 through 4857 inclusive, 4860, and 4861.

(2) Model R44 helicopters, S/Ns 2625 through 2669 inclusive, 30061, 30071 through 30080 inclusive, 30083, and 30084.

Note 1 to paragraph (c)(2): Helicopters with an R44 Cadet designation are Model R44 helicopters.

(3) Model R44 II helicopters, S/Ns 14364, 14412 through 14512 inclusive, 14514 through 14517 inclusive, 14519 through 14521 inclusive, and 14525.

(d) Subject

Joint Aircraft System Component (JASC) Code: 2797, Flight Control System Wiring; 7697, Engine Control System Wiring; and 7714, Engine RPM Indicating System.

(e) Unsafe Condition

This AD was prompted by reports of intermittent or abnormal operation of the engine revolutions per minute (RPM) governor (governor). The FAA is issuing this AD to prevent failure of the governor. The unsafe condition, if not addressed, could result in engine overspeed or underspeed conditions during flight, loss of engine thrust control, increased pilot workload, reduced control of the helicopter, and subsequent emergency landing or loss of control of the helicopter.

(f) Compliance

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

(g) Required Actions

Within 15 hours time-in-service or 15 days after the effective date of this AD, whichever occurs first:

(1) For Model R22 BETA helicopters, inspect the engine RPM sensor wiring and modify the wiring connection to the airframe harness by following paragraphs 1 through 31 of the Kit Instructions in Robinson R22-series Governor & Engine RPM Sensor Connector Upgrade Kit Instructions, KI-288 Revision A, dated February 23, 2022, except you are not required to discard parts.

(2) For Model R44 and R44 II helicopters, inspect the engine RPM sensor wiring and modify the wiring connection to the airframe harness by following paragraphs 1 through 41 of the Kit Instructions in Robinson R44-series Governor & Engine RPM Sensor Connector Upgrade Kit Instructions, KI-287 Revision A, dated February 23, 2022, except you are not required to discard parts.

(h) Special Flight Permits

Special flight permits are prohibited.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Los Angeles 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) of this AD. Information may be emailed to: 9-ANM-LAACO-AMOC-REQUESTS@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 Jeffrey Chang, Aerospace Engineer, Propulsion Section, Los Angeles ACO Branch, Compliance & Airworthiness Division, FAA, 3960 Paramount Blvd., Lakewood, CA 90712; telephone (562) 627-5263; email jeffrey.chang@faa.gov.

(k) Material Incorporated by Reference

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

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

(i) Robinson R22-series Governor & Engine RPM Sensor Connector Upgrade Kit Instructions, KI-288 Revision A, dated February 23, 2022.

(ii) Robinson R44-series Governor & Engine RPM Sensor Connector Upgrade Kit Instructions, KI-287 Revision A, dated February 23, 2022.

(3) For Robinson service information identified in this AD, contact Robinson Helicopter Company, Technical Support Department, 2901 Airport Drive, Torrance, CA 90505; telephone (310) 539-0508; fax (310) 539-5198; email ts1@robinsonheli.com; or at https://robinsonheli.com.

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

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

Issued on June 2, 2022.

Gaetano A. Sciortino,

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

[FR Doc. 2022-12883 Filed 6-10-22; 4:15 pm]

2022-12-09 British Aerospace (Operations) Limited and British Aerospace Regional Aircraft: Amendment 39-22081; Docket No. FAA-2022-0291; Project Identifier MCAI-2021-01321-A.

(a) Effective Date

This airworthiness directive (AD) is effective July 21, 2022.

(b) Affected ADs

This AD replaces AD 2017-15-06, Amendment 39-18966 (82 FR 34846, July 27, 2017) (AD 2017-15-06).

(c) Applicability

This AD applies to British Aerospace (Operations) Limited Model HP.137 Jetstream Mk.1, Jetstream Series 200, and Jetstream Model 3101 airplanes and British Aerospace Regional Aircraft Model Jetstream Model 3201 airplanes, all serial numbers, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 3211, Main Landing Gear Attach Section.

(e) Unsafe Condition

This AD was prompted by cracks found on the main landing gear (MLG) main fitting at the pintle to cylinder interface. The FAA is issuing this AD to detect and correct cracks in the MLG. The unsafe condition, if not addressed, could cause failure of the MLG, which could result in loss of control of the airplane during takeoffs and landings.

(f) Compliance

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

(g) Actions

(1) Within the compliance times listed in paragraph (g)(1)(i) or (ii) of this AD, as applicable, inspect the MLG for cracks by following Appendix 1, sections A through G, of British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-JA960142, Revision 5, dated December 13, 2019; or the Accomplishment Instructions, sections A through D(6), in Héroux Devtek Service Bulletin 32-56, Revision 4, dated August 16, 2016.

(i) For airplanes that have been inspected in accordance with AD 2017-15-06: Before the MLG accumulates 900 flight cycles since the last inspection or within 150 flight cycles after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed 900 flight cycles.

(ii) For airplanes that have not been inspected in accordance with AD 2017-15-06: Before the MLG accumulates 8,000 flight cycles since first installation on an airplane or within 50 flight cycles after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed 900 flight cycles.

(2) If any crack is found during any inspection required by paragraph (g)(1) of this AD, before further flight, replace the MLG with an airworthy MLG and continue the inspections as required by paragraph (g)(1) of this AD.

(3) The compliance times in paragraphs (g)(1)(i) and (ii) of this AD are presented in flight cycles (landings). If the number of total flight cycles is unknown, for purposes of this AD, the number of flight cycles is the hours time-in-service (TIS) accumulated on the airplane multiplied by 0.75. For example:

(i) 100 hours TIS x 0.75 = 75 flight cycles.

(ii) 1,000 hours TIS x 0.75 = 750 flight cycles.

(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 certification office, send it to the attention of the person identified in paragraph (i)(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.

(i) Related Information

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

(2) Refer to Civil Aviation Authority (CAA) United Kingdom (UK) AD G-2021-0015, dated November 24, 2021, for more information. You may examine the CAA UK AD at https://www.regulations.gov in Docket No. FAA-2022-0291.

(j) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on July 21, 2022.

(i) British Aerospace Jetstream Series 3100 & 3200 Service Bulletin 32-JA960142, Revision 5, dated December 13, 2019.

(ii) [Reserved]

(4) The following service information was approved for IBR on August 31, 2017 (82 FR 34846).

(i) Héroux Devtek Service Bulletin 32-56, Revision 4, dated August 16, 2016.

(ii) [Reserved]

(5) For British Aerospace service information identified in this AD, contact BAE Systems (Operations) Ltd., Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW, United Kingdom; phone: +44 3300 488727; fax: +44 1292 675704; email: RApublications@baesystems.com; website:

https://www.baesystems.com/Businesses/RegionalAircraft/. For Héroux Devtek service information identified in this AD, contact Héroux Devtek Product Support, 8, Pembroke Court, Manor Park, Runcorn, Cheshire, WA7 1TG, United Kingdom; phone: (855) 679-5450; email: technical_support@herouxdevtek.com; website: https://www.herouxdevtek.com/en/contact-us.

(6) 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.

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

Issued on June 6, 2022.

Gaetano A. Sciortino,

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

[FR Doc. 2022-12870 Filed 6-15-22; 8:45 am]

2022-13-01 Leonardo S.p.a: Amendment 39-22087; Docket No. FAA-2022-0282; Project Identifier MCAI-2021-01208-R.

(a) Effective Date

This airworthiness directive (AD) is effective July 21, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Leonardo S.p.a. Model AW169 helicopters, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2021-0238, dated November 2, 2021 (EASA AD 2021-0238).

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report of blockage in a fuel tank vent line. The FAA is issuing this AD to detect and address the blockage. The unsafe condition, if not addressed, could result in dual engine flameout due to fuel starvation and a subsequent forced landing.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2021-0238.

(h) Exceptions to EASA AD 2021-0238

(1) Where EASA AD 2021-0238 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(2) Where EASA AD 2021-0238 refers to its effective date, this AD requires using the effective date of this AD.

(3) Where the service information referenced in paragraph (1) of EASA AD 2021-0238 specifies recording the inspection outcome in the report in ANNEX A (of the service information), this AD does not require that action.

(4) Where the service information referenced in paragraph (1) of EASA AD 2021-0238 specifies inspecting “the left/right vent line for evidence of a partial or total Proseal obstruction,” this AD requires inspecting for a partial or total Proseal obstruction.

(5) Where the service information referenced in EASA AD 2021-0238 specifies immediately contacting Leonardo Company Product Support Engineering and waiting for further instructions before proceeding if there is any Proseal obstruction in any fuel tank vent line, this AD does not require that action.

(6) Where the service information referenced in paragraph (2) of EASA AD 2021-0238 specifies to “carefully remove the Proseal obstruction by means of a suitable method,” this AD requires, before further flight, accomplishing repairs in accordance with a method approved by the Manager, General Aviation & Rotorcraft Section, International Validation Branch, FAA; or EASA; or Leonardo S.p.a. Helicopters' EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(7) Where paragraph (2) of EASA AD 2021-0238 specifies contacting Leonardo for approved corrective actions and accomplishing those instructions within the compliance time specified therein, this AD requires, before further flight, accomplishing repairs in accordance with a method approved by the Manager, General Aviation & Rotorcraft Section, International Validation Branch, FAA; or EASA; or Leonardo S.p.a. Helicopters' EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(8) This AD does not mandate compliance with the “Remarks” section of EASA AD 2021-0238.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2021-0238 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 2021-0238, dated November 2, 2021.

(ii) [Reserved]

(3) For EASA AD 2021-0238, 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-2022-0282.

(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 June 10, 2022.

Christina Underwood,

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

[FR Doc. 2022-12938 Filed 6-15-22; 8:45 am]

2022-13-03 Cameron Balloons Ltd.: Amendment 39-22089; Docket No. FAA-2022-0683; Project Identifier MCAI-2022-00631-Q.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

(1) This AD applies to hot air balloons, certificated in any category, equipped with a Cameron Balloons Ltd. part number (P/N) CB2990 (Alugas) fuel cylinder (the affected fuel cylinder).

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

(i) Aerostar International, Inc.;

(ii) Ballonbau Worner GmbH;

(iii) Balóny Kubíček spol. s.r.o.;

(iv) Cameron Balloons Ltd.;

(v) Eagle Balloons Corp.;

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

(vii) Lindstrand Balloons Ltd.; and

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

(d) Subject

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

(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 cracks in the weld between the cylinder valve plate and the upper dished end of Cameron Balloons Ltd. P/N CB2990 (Alugas) fuel cylinders. The FAA is issuing this AD to prevent uncontrolled fuel leakage of liquid propane. The unsafe condition, if not addressed, could lead to fire or explosion and consequent emergency landing.

(f) Compliance

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

(g) Actions

Before further flight after the effective date of this AD, remove the affected fuel cylinder from service.

Note 1 to paragraph (g): Cameron Balloons Alert Service Bulletin No. 33, Revision 0, dated May 4, 2022, provides procedures for doing a leak check and emptying fuel from the Cameron P/N CB2990 (Alugas) fuel cylinder to render it safe for storage following the removal from service. These actions are not required by this AD.

(h) Special Flight Permit

Special flight permits are prohibited.

(i) Alternative Methods of Compliance (AMOCs)

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

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

(j) Related Information

(1) For more information about this AD, contact Mike Kiesov, Aviation Safety Engineer, FAA, General Aviation & Rotorcraft Section, International Validation Branch, 901 Locust, Room 301, Kansas City, MO 64106; phone: (816) 329-4144; email: mike.kiesov@faa.gov.

(2) Refer to United Kingdom (UK) Civil Aviation Authority (CAA) Emergency AD G-2022-0010-E, dated May 12, 2022, for more information. You may examine the UK CAA AD in the AD docket at https://www.regulations.gov by searching for and locating Docket No. FAA-2022-0683.

(3) For service information identified in this AD that is not incorporated by reference, contact Camron Balloons Ltd., St John Street, Bedminster, Bristol, BS3 4NH, United Kingdom; phone: +44 0 117 9637216; email: technical@cameronballoons.co.uk; website: www.cameronballoons.co.uk.

(k) Material Incorporated by Reference

None.

Issued on June 10, 2022.
Christina Underwood,
Acting Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2022-12969 Filed 6-13-22; 11:15 am]