FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

SMALL AIRPLANES, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2022-15

7/4/2022 - 7/17/2022

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

Biweekly 2022-14

2022-11-20		Leonardo S.p.a.	AB139 and AW139
2022-13-07		AutoGyro Certification Limited	Calidus, Cavalon, and MTOsport 2017
2022-13-16		Aviation Czech s.r.o	M601D-11
2022-14-51	E	Airbus Helicopters	EC225LP

Biweekly 2022-15

2022-13-06		Diamond Aircraft Industries Inc.	DA 40, DA 40 F, and DA 40 NG
2022-13-14		Airbus Helicopters	AS-365N2, AS 365 N3, EC 155B, EC155B1, and SA-365N1
2022-13-15		Williams International Co., L.L.C.	FJ44-2A, FJ44-2C, FJ44-3A, and FJ44-3A-24
2022-14-03		Leonardo S.p.a.	AB412 and AB412 EP
2022-14-11		Stemme AG	Stemme S 12
2022-14-12		GE Aviation Czech s.r.o.	M601F; M601E-11 and M601E-11A; M601D-11, M601E-11AS, and M601E-11S

2022-13-06 Diamond Aircraft Industries Inc.: Amendment 39-22092; Docket No. FAA-2022-0450; Project Identifier MCAI-2021-00854-A.

(a) Effective Date

This airworthiness directive (AD) is effective August 11, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Diamond Aircraft Industries Inc. Model DA 40, DA 40 F, and DA 40 NG airplanes (including Model DA 40 D airplanes that have been converted to Model DA 40 NG airplanes), all serial numbers, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 2550, Cargo Compartments.

(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 baggage nets installed with defective buckles. The FAA is issuing this AD to prevent failure of the baggage net to restrain the baggage or cargo. This unsafe condition, if not corrected, could result in injury to occupants in the case of an emergency landing.

(f) Compliance

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

(g) Definitions

The following are "affected baggage nets" for purposes of this AD:

(1) Quick fix baggage net assembly part number (P/N) D44-2550-90-00 with a date of manufacture of December 2015, November 2016, or March 2017; and

(2) Quick fix baggage net assembly P/N D67-2550-90-00_02 with a date of manufacture of June 2016.

(h) Required Actions

(1) Within 12 months after the effective date of this AD or within 50 hours time-in-service (TIS) after the effective date of this AD, whichever occurs first, inspect each baggage net to determine whether an affected baggage net is installed on your airplane.

Note to paragraph (h)(1): The date of manufacture is located on the label with the abbreviation "DMF."

(i) If an affected baggage net is installed, before further flight, remove the baggage net from service.

(ii) Before the next flight carrying baggage or cargo in the baggage compartment, install a baggage net that is not an affected baggage net in accordance with Figure 1 of the Accomplishment Instructions in the applicable service information in paragraph (i) of this AD.

(2) As of the effective date of this AD, do not install an affected baggage net on any airplane.

(i) Service Information

(1) Diamond Aircraft Industries Mandatory Service Bulletin No. MSB 40-093, Rev. 0, dated July 6, 2021, for Model DA 40 airplanes.

(2) Diamond Aircraft Industries Mandatory Service Bulletin No. MSB F4-039, Rev. 0, dated July 6, 2021, for Model DA 40 F airplanes.

(3) Diamond Aircraft Industries Mandatory Service Bulletin No. MSB 40NG-065, Rev. 1, dated July 6, 2021, for Model DA 40 NG airplanes.

(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) For any requirement in this AD to obtain corrective actions from a manufacturer, the action must instead be accomplished using a method approved by the Manager, New York ACO Branch, FAA; or Transport Canada Civil Aviation (TCCA); or Diamond Aircraft Industries Inc.'s Design Organization Approval (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(k) Related Information

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

(2) Refer to Transport Canada AD CF-2021-24, dated July 21, 2021, for more information. You may view the Transport Canada AD at https://www.regulations.gov in Docket No. FAA-2022-0450.

(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) Diamond Aircraft Industries Mandatory Service Bulletin No. MSB 40-093, Rev. 0, dated July 6, 2021.

(ii) Diamond Aircraft Industries Mandatory Service Bulletin No. MSB 40NG-065, Rev. 1, dated July 6, 2021.

(iii) Diamond Aircraft Industries Mandatory Service Bulletin No. MSB F4-039, Rev. 0, dated July 6, 2021.

(3) For service information identified in this AD, contact Diamond Aircraft Industries Inc., Att: Thit Tun, 1560 Crumlin Road, London, N5V 1S2, Canada; phone: (519) 457-4000; email: T.Tun@diamondaircraft.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 June 13, 2022.

Christina Underwood,

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

[FR Doc. 2022-14335 Filed 7-6-22; 8:45 am]

2022-13-14 Airbus Helicopters: Amendment 39-22100; Docket No. FAA-2022-0295; Project Identifier MCAI-2021-00840-R.

(a) Effective Date

This airworthiness directive (AD) is effective August 15, 2022.

(b) Affected ADs

None.

(c) Applicability

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

(d) Subject

Joint Aircraft Service Component (JASC) Code 6500, Tail Rotor Drive System.

(e) Unsafe Condition

This AD was prompted by a large amount of critical scale particles found on the tail rotor gearbox (TGB) chip detector magnetic plug during an unscheduled check of the TGB. The particles belonged to the double bearing (pitch control rod bearing) installed inside the TGB. The FAA is issuing this AD to prevent bearing degradation and subsequent failure. The unsafe condition, if not addressed, could result in loss of yaw control of the helicopter.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2021-0170, dated July 19, 2021 (EASA AD 2021-0170).

(h) Exceptions to EASA AD 2021-0170

(1) Where EASA AD 2021-0170 requires compliance in terms of flight hours (FH), this AD requires using hours time-in-service (TIS).

(2) Where EASA AD 2021-0170 refers to the effective dates specified in paragraphs (h)(2)(i) through (iii) of this AD, this AD requires using the effective date of this AD.

(i) October 28, 2019 (the effective date of EASA AD 2019-0267-E, dated October 25, 2019).

(ii) November 19, 2019 (the effective date of EASA AD 2019-0267R1, dated November 12, 2019, and corrected November 13, 2019).

(iii) The effective date of EASA AD 2021-0170.

(3) Where EASA AD 2021-0170 requires actions during each "after last flight (ALF) of the day inspection" or "ALF," this AD requires those actions before the first flight of each day.

(4) Where paragraph (7) of EASA AD 2021-0170 specifies "any discrepancy," for this AD discrepancies include the presence of particles and other conditions such as abrasions, particles that consist of any scale, chip, flake, splinter, M50 particles, magnetic abrasion dust, or other particles other than cotter pin fragments, pieces of lock wire, swarf, or miscellaneous non-metallic waste.

(5) Where paragraph (8) of EASA AD 2021-0170 specifies for Group 2 helicopters, the first replacement of the affected part must be accomplished not later than December 31, 2021, this AD requires, for Group 2 helicopters, the first replacement of the affected part as defined in EASA AD 2021-0170 must be accomplished within 5 months after the effective date of this AD.

(6) Where any work card referenced in the service information referenced in EASA AD 2021-0170 specifies "if there is an anomaly, replace the chip detector," or "if there is an anomaly, replace the TGB electrical magnetic plug," for this AD an anomaly may be indicated by the magnetic component of the TGB chip detector or the TGB electrical magnetic plug not being magnetized. If there is an anomaly, this AD requires before further flight, removing from service the TGB chip detector or the TGB electrical magnetic plug as applicable to your model helicopter.

(7) Where any work card referenced in the service information referenced in EASA AD 2021-0170 specifies "make sure that the chip detector is in good condition," or "make sure that the TGB electrical magnetic plug is in good condition," as applicable to your model helicopter, for this AD "good condition" is indicated when there are no signs of wear on the locking systems (including wear on the bayonets, and slotted tubes). If there are any signs of wear on the locking systems, this AD requires before further flight, removing from service the TGB chip detector or the TGB magnetic electrical magnetic plug as applicable to your model helicopter.

(8) Where any work card referenced in the service information referenced in EASA AD 2021-0170 specifies "if necessary, replace the O-rings," this AD requires before further flight, removing any affected O-ring from service.

(9) Where the service information referenced in EASA AD 2021-0170 specifies to return certain parts to the manufacturer, including for repair, this AD does not require returning parts to the manufacturer, however, this AD does require before further flight, repair done in accordance with a method approved by the Manager, General Aviation and Rotorcraft Section, International Validation Branch, FAA; or EASA; or Airbus Helicopters' EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(10) Where the service information referenced in EASA AD 2021-0170 specifies to remove the TGB as per technical documentation, or remove the concerned module(s), this AD requires before further flight, removing the TGB and replacing it with an airworthy part, or repairing the TGB in accordance with a method approved by the Manager, General Aviation & Rotorcraft Section, International Validation Branch, FAA; or EASA; or Airbus Helicopters' EASA DOA. If approved by the DOA, the approval must include the DOA-authorized signature.

(11) Where the service information referenced in EASA AD 2021-0170 specifies if the collected particles cannot be clearly defined, perform a metallurgical analysis and contact Airbus Helicopters, before continuing flights, this AD does require before further flight, characterization of the particles collected, and performing a metallurgical analysis for any particles collected using a method in accordance with FAA-approved procedures. However, this AD does not require contacting the manufacturer to determine the characterization of the particles collected.

(12) Where the service information or any work card referenced in EASA AD 2021-0170 specifies to do the actions identified in paragraphs (h)(12)(i) through (v) of this AD, this AD does not include those requirements.

(i) Complete Appendix 4.A and 4.B.

(ii) Comply with paragraph 2.D.

(iii) Send all collected particles and metallurgical analysis report to depot level maintenance facility with the concerned module.

(iv) Inform EST using chip detection tracking sheet.

(v) Complete the "Particle Detection" follow up sheet.

(13) Where a work card referenced in the service information referenced in EASA AD 2021-0170 specifies "send all oversized particles for analysis and wait for results before continuing flight," this AD does not require sending particles for analysis, however this AD does require before further flight, analyzing the particles using a method in accordance with FAA-approved procedures.

(14) This AD does not mandate compliance with the "Remarks" section of EASA AD 2021-0170.

(15) Where paragraph (7) of EASA AD 2021-0170 specifies to accomplish the applicable corrective actions "within the compliance time as identified in the applicable ASB," this AD requires accomplishing corrective actions before further flight.

(16) Where paragraph (1) of EASA AD 2021-0170 specifies "within the applicable compliance time as identified in the close monitoring and until completion of the close monitoring," this AD requires a close monitoring compliance time of a total of 25 hours TIS.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2021-0170 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 2021-0170, dated July 19, 2021.

(ii) [Reserved]

(3) For EASA AD 2021-0170, 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-2022-0295.

(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 16, 2022.

Christina Underwood,
Acting Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2022-14589 Filed 7-8-22; 8:45 am]

2022-13-15 Williams International Co., L.L.C.: Amendment 39-22101; Docket No. FAA-2021-0511; Project Identifier AD-2020-01229-E.

(a) Effective Date

This airworthiness directive (AD) is effective August 9, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Williams International Co., L.L.C. (Williams) FJ44-2A, FJ44-2C, FJ44-3A, and FJ44-3A-24 model turbofan engines with an engine serial number identified in paragraph 1.A., Effectivity, of Williams International Service Bulletin WISB-72-1032, Revision 2, dated June 4, 2020 (the SB), with an installed high-pressure turbine (HPT) disk, part number (P/N) 67093.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report of cracks in the HPT disk posts and failure of an HPT disk post, resulting in the contained fracture of an HPT disk post and blade. The FAA is issuing this AD to prevent cracking and failure of the HPT disk posts. The unsafe condition, if not addressed, could result in release of the HPT blade, damage to the engine, and damage to the airplane.

(f) Compliance

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

(g) Required Actions

(1) For FJ44-2A and FJ44-2C model turbofan engines, within the compliance times specified in Table 1 to Paragraph (g) of this AD, remove the affected HPT disk from service and replace it with a part eligible for installation using paragraphs 2.C. and E., Accomplishment Instructions–FJ44-2A & FJ44-2C, of the SB.

(2) For FJ44-3A and FJ44-3A-24 model turbofan engines, within the compliance times specified in Table 1 to Paragraph (g) of this AD, remove the affected HPT disk from service and replace it with a part eligible for installation using paragraphs 3.C. and D., of the SB.

Table 1 to Paragraph (g) – Compliance Time

HPT disk, P/N 67093, cycles since new (CSN) as of the effective date of this AD	Replace within HPT disk cycles after the effective date of this AD
0 to 999 CSN	620
1,000 to 1,999 CSN	530
2,000 to 2,999 CSN	245
3,000 or higher CSN	130

(h) Installation Prohibition

After the effective date of this AD, do not install onto any engine an HPT disk with P/N 67093.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Chicago ACO, 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.

(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 Kyle Bush, Aviation Safety Engineer, Chicago ACO, FAA, 2300 East Devon Avenue, Des Plaines, IL 60018; phone: (847) 294-7870; email: kyle.bush@faa.gov.

(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) Williams International Service Bulletin WISB-72-1032, Revision 2, dated June 4, 2020.

(ii) [Reserved]

(3) For service information identified in this AD, contact Williams International, Product Support, 2000 Centerpoint Parkway, Pontiac, MI 48341; phone: (800) 859-3544; website: http://www.williams-int.com/product-support.

(4) You may view this service information at FAA, Airworthiness Products Section, Operational Safety Branch, FAA, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (817) 222-5110.

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

Issued on June 17, 2022.
Christina Underwood,
Acting Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2022-14183 Filed 7-1-22; 8:45 am]

2022-14-03 Leonardo S.p.a.: Amendment 39-22108; Docket No. FAA-2022-0806; Project Identifier MCAI-2022-00377-R.

(a) Effective Date

This airworthiness directive (AD) is effective July 28, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Leonardo S.p.a. Model AB412 and AB412 EP helicopters.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of cracked tailboom attachment bolts and barrel nuts. The FAA is issuing this AD to address fatigue cracking of tailboom attachment bolts and barrel nuts. The unsafe condition, if not addressed, could result in separation of the tailboom from the helicopter and subsequent loss of control of the helicopter.

(f) Compliance

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

(g) Requirements

Except as specified in paragraphs (h) and (i) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2022-0046, dated March 17, 2022 (EASA AD 2022-0046).

(h) Exceptions to EASA AD 2022-0046

(1) Where EASA AD 2022-0046 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(2) Where EASA AD 2022-0046 refers to its effective date, this AD requires using the effective date of this AD.

(3) Where EASA AD refers to March 14, 2022, the effective date of EASA AD 2022-0035 dated March 7, 2022, this AD requires using the effective date of this AD.

(4) Where the service information referenced in EASA AD 2022-0046 specifies contacting Leonardo S.p.a. for disposition instructions if a part is found damaged, this AD instead requires removing the part from service.

(5) Where the service information referenced in EASA AD 2022-0046 specifies discarding a certain part, this AD instead requires removing that part from service.

(6) This AD does not mandate compliance with the "Remarks" section of EASA AD 2022-0046.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2022-0046 specifies submitting 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 Jacob Fitch, Aerospace Engineer, COS Program Management Section, Operational Safety Branch, Compliance & Airworthiness Division, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-4130; email 9-AVS-AIR-730-AMOC@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 2022-0046, dated March 17, 2022.

(ii) [Reserved]

(3) For EASA AD 2022-0046, 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-2022-0806.

(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 23, 2022.

Ross Landes,

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

[FR Doc. 2022-14817 Filed 7-12-22; 8:45 am]

2022-14-11 Stemme AG (Type Certificate Previously Held by Stemme GmbH & Co. KG): Amendment 39-22116; Docket No. FAA-2022-0809; Project Identifier MCAI-2022-00711-G.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Stemme AG (type certificate previously held by Stemme GmbH & Co. KG) Model Stemme S 12 gliders, serial numbers 12-002 through 12-042 inclusive and serial number 12-044, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 5700, Wing 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 identifies the unsafe condition as a deviation in the construction of the connection of the inner wing to the outer wing, resulting in a wrong positioning of the left-hand (LH) and right-hand (RH) outer wing spar glass-fiber reinforced plastic (GFRP) blocks. The FAA is issuing this AD to detect wrong positioning of the GFRP blocks, which, if not corrected, could cause a rupture of the affected wing and consequent loss of control of the glider.

(f) Compliance

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

(g) Inspection and Replacement

Before further flight after the effective date of this AD, inspect the LH and RH outer wing spars for positioning of the GFRP blocks by following Working Steps 1.1 through 3.2 in Stemme Procedural Instruction P320-912060, Revision 00, dated May 20, 2022.

(1) If a GFRP block is correctly positioned, seal the inspection holes by following Working Steps 4.1 through 4.3 in Stemme Procedural Instruction P320-912060, Revision 00, dated May 20, 2022.

(2) If a GFRP block is incorrectly positioned, before further flight, repair using a method approved by the FAA; the European Union Aviation Safety Agency (EASA); or Stemme AG's

Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(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 EASA Emergency AD 2022-0101-E, dated June 2, 2022, for more information. You may examine the EASA AD at https://www.regulations.gov in Docket No. FAA-2022-0809.

(j) Material Incorporated by Reference

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

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

(i) Stemme Procedural Instruction P320-912060, Revision 00, dated May 20, 2022.

Note 1 to paragraph (j)(2)(i): This service information contains German to English translation. EASA used the English translation in referencing the document from Stemme. For enforceability purposes, the FAA will cite the service information in English as it appears on the document.

Note 2 to paragraph (j)(2)(i): Only the first page of the document contains the document date.

(ii) [Reserved]

(3) For service information identified in this AD, contact Stemme AG, Flugplatzstrasse F2 Nr. 6-7, Strausberg, Germany; phone: +49 3341 3612 0; email: airworthiness@stemme.de; website: https://stemme.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 June 29, 2022.

Christina Underwood,

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

[FR Doc. 2022-14810 Filed 7-7-22; 4:15 pm]

2022-14-12 GE Aviation Czech s.r.o. (Type Certificate previously held by WALTER Engines a.s., Walter a.s., and MOTORLET a.s.): Docket No. FAA-2022-0385; Project Identifier MCAI-2021-00786-E.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to:

(1) GE Aviation Czech s.r.o. (GEAC) M601F model turboprop engines with an engine serial number (ESN) listed in Attachment 1, List of Affected Engines–Group 1, of GE Aviation Czech Alert Service Bulletin (ASB) ASB-M601F-72-10-00-0056 [02], ASB-M601D-72-10-00-0072 [02], ASB-M601E-72-10-00-0103 [02], and ASB-M601Z-72-10-00-0056 [02] (single document; formatted as service bulletin identifier [revision number]), dated May 31, 2021 (the ASB);

(2) M601E-11 and M601E-11A model turboprop engines with an ESN listed in Attachment 2, List of Affected Parts–Group 2, of the ASB; and

(3) M601D-11, M601E-11AS, and M601E-11S model turboprop engines with propeller shaft part number (P/N) M601-6081.2 or P/N M601-6081.4.

(d) Subject

Joint Aircraft System Component (JASC) Code 7210, Turbine Engine Reduction Gear.

(e) Unsafe Condition

This AD was prompted by the absence of life limits for propeller shaft P/N M601-6081.6 in the airworthiness limitations section of the applicable GEAC M601 Engine Shop Manual. This AD was also prompted by a report that operators may not have been provided with enough data to determine the accumulated life of certain propeller shafts. The FAA is issuing this AD to prevent the failure of the propeller shaft. The unsafe condition, if not addressed, could result in damage to the engine, damage to the airplane, 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 affected M601F model turboprop engines, before the propeller shaft accumulates 12,000 flight hours (FHs) since first installation on an engine, or before accumulating 350 FHs after the effective date of this AD, whichever occurs later, remove the propeller shaft and replace with a part eligible for installation.

(2) For affected M601D-11, M601E-11, M601E-11A, M601E-11AS, and M601E-11S model turboprop engines:

(i) Within 100 FHs after the effective date of this AD, calculate the total time since new of the propeller shaft in accordance with the Accomplishment Instructions, section 2.2 Group 2 Engines, paragraph 1., of the ASB.

(ii) Remove the propeller shaft prior to reaching its applicable life limit and replace with a part eligible for installation in accordance with the Accomplishment Instructions, section 2.2 Group 2 Engines, paragraph 2., of the ASB.

(h) Definitions

(1) For the purpose of this AD, a "part eligible for installation" on M601F, M601E-11, and M601E-11A model turboprop engines is a propeller shaft identified in the Configuration Description, paragraph 1.5, Table 1, of the ASB, as applicable to the engine model, with a calculated life that has not exceeded the applicable life limit.

(2) For the purpose of this AD, a "part eligible for installation" on M601D-11 model turboprop engines is a propeller shaft with P/N M601-6081.2, P/N M601-6081.4, or P/N M601-6081.5, with a calculated life that has not exceeded the applicable life limit.

(3) For the purpose of this AD, a "part eligible for installation" on M601E-11AS and M601E-11S model turboprop engines is a propeller shaft with P/N M601-6081.2, P/N M601-6081.5, or P/N M601-6081.6, with a calculated life that has not exceeded the applicable life limit.

(i) Alternative Methods of Compliance (AMOCs)

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

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

(j) Related Information

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

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2021-0154, dated July 1, 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-2022-0385.

(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) GE Aviation Czech Alert Service Bulletin (ASB) ASB-M601F-72-10-00-0056 [02], ASB-M601D-72-10-00-0072 [02], ASB-M601E-72-10-00-0103 [02], and ASB-M601Z-72-10-00-0056 [02] (single document; formatted as service bulletin identifier [revision number]), dated May 31, 2021.

(ii) [Reserved]

(3) For GE Aviation Czech service information identified in this AD, contact GE Aviation Czech s.r.o., Beranovych 65, 199 02 Praha 9, Letnany, Czech Republic; phone: +420 222 538 111.

(4) You may view this service information at FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (817) 222-5110.

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

Issued on June 29, 2022.

Christina Underwood,

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

[FR Doc. 2022-15025 Filed 7-13-22; 8:45 am]