FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

SMALL AIRPLANES, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2022-16

7/18/2022 - 7/31/2022

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

Biweekly 2022-16

2022-14-14		Alexander Schleicher GmbH & Co. Segelflugzeugbau	ASW-15
2022-14-51		Airbus Helicopters	EC225LP
2022-15-02		Cameron Balloons Ltd.	Stratus double burner
2022-16-03		Continental Aerospace Technologies, Inc., Lycoming Engines, and Textron Lycoming/Subsidiary of Textron, Inc. Reciprocating Engines	Various Engine Models

2022-14-14 Alexander Schleicher GmbH & Co. Segelflugzeugbau: Amendment 39-22119; Docket No. FAA-2022-0288; Project Identifier MCAI-2021-00913-G.

(a) Effective Date

This airworthiness directive (AD) is effective August 25, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Alexander Schleicher GmbH & Co. Segelflugzeugbau Model ASW-15 gliders, all serial numbers, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 5712, Wing, Rib/Bulkhead.

(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 wing root rib damage. The FAA is issuing this AD to detect and correct damaged root ribs. The unsafe condition, if not addressed, could result in reduced structural integrity of the wing assembly, which could lead to loss of control of the glider.

(f) Compliance

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

(g) Action

(1) Within 30 days after the effective date of this AD and thereafter at intervals not to exceed 12 months, inspect all wing root ribs (4 places) for cracks, looseness, and damage, in accordance with the Action section in Alexander Schleicher GmbH & Co. Segelflugzeugbau ASW 15 Maintenance Instruction G, Issue 1, dated June 28, 2021. If there is a crack in any root rib, a loose rib or lift pin bushing, or any damage, before further flight, replace the root rib in accordance with Action paragraph (B) in Alexander Schleicher GmbH & Co. Segelflugzeugbau ASW 15 Technical Note No. 29, dated June 28, 2021, and steps 1 through 7 in Alexander Schleicher GmbH & Co. Segelflugzeugbau ASW 15 Repair instruction exchange of wing root ribs according to TN 29, dated June 28, 2021.

(2) Replacing all four wing root ribs is terminating action for the repetitive inspections required by this AD.

(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 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 2021-0187, dated August 9, 2021, for more information. You may view the EASA AD at https://www.regulations.gov in Docket No. FAA-2022-0288.

(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 ASW 15 Maintenance Instruction G, Issue 1, dated June 28, 2021.

(ii) Alexander Schleicher GmbH & Co. Segelflugzeugbau ASW 15 Repair instruction exchange of wing root ribs according to TN 29, dated June 28, 2021.

(iii) Alexander Schleicher GmbH & Co. Segelflugzeugbau ASW 15 Technical Note No. 29, dated June 28, 2021.

(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 July 1, 2022.

Christina Underwood,

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

[FR Doc. 2022-15419 Filed 7-20-22; 8:45 am]

2022-14-51 Airbus Helicopters: Amendment 39-22124; Docket No. FAA-2022-0878; Project Identifier MCAI-2022-00873-R.

(a) Effective Date

The FAA issued Emergency Airworthiness Directive (AD) 2022-14-51 on July 1, 2022, directly to affected owners and operators. As a result of such actual notice, that AD was effective for those owners and operators on the date it was provided. This AD contains the same requirements as that emergency AD and, for those who did not receive actual notice, is effective on August 3, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Helicopters Model EC225LP helicopters, certificated in any category, with main rotor hub (MRH) sleeve part number 332A31-3071-00 installed.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report of a cracked MRH sleeve. The FAA is issuing this AD to detect corrosion or cracking in an MRH sleeve. The unsafe condition, if not addressed, could result in failure of an MRH sleeve, loss of a main rotor blade, and subsequent loss of the helicopter.

(f) Compliance

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

(g) Required Actions

(1) Before further flight after the effective date of this AD, visually inspect the "Specific area" of each MRH sleeve as depicted in Figure 3 of Airbus Helicopters Emergency Alert Service Bulletin No. 62A017, Revision 0, dated June 30, 2022 (ASB 62A017), for flaking and paint touch-up.

(2) As a result of the actions required by paragraph (g)(1) of this AD, if there is no flaking or paint touch-up, no further action is required. If there is any flaking or paint touch-up, before further flight, visually inspect the "Specific area" of the MRH sleeve as depicted in Figure 3 of ASB 62A017 for a crack.

(3) As a result of the actions required by paragraph (g)(2) of this AD, if there is a crack, before further flight, remove the MRH sleeve from service and replace it with an airworthy part. If there is

not a crack, within 15 hours time-in-service (TIS) or 3 months, whichever occurs first after accomplishing the actions required by paragraph (g)(1) of this AD, use high-frequency eddy current (HFEC) to inspect the “Specific area” of the MRH sleeve as depicted in Figure 3 of ASB 62A017 for a crack. This HFEC inspection must be accomplished by a Level II or III inspector certified in the eddy current fault detection method in the Aeronautics Sector according to the EN4179 or NAS410 standard.

(4) As a result of the actions required by paragraph (g)(3) of this AD, if there is a crack, before further flight, remove the MRH sleeve from service and replace it with an airworthy part. If there is not a crack, before further flight, chemically strip and fluorescent penetrant inspect (FPI) the “Specific area” of the MRH sleeve as depicted in Figure 3 of ASB 62A017 for corrosion.

(i) If there is corrosion as a result of the actions required by the introductory text of paragraph (g)(4) of this AD, before further flight, accomplish the actions required by paragraph (g)(4)(i)(A) or (B) of this AD.

(A) Remove the corrosion by hand using 120-grit abrasive cloth, followed by 400-grit abrasive cloth. After removing the corrosion, perform an FPI of each affected area to inspect for corrosion, and accomplish the actions required by paragraph (g)(4)(i)(A)(1) or (2) of this AD.

(1) If there is corrosion, before further flight, remove the MRH sleeve from service and replace it with an airworthy part or repair it in accordance with a method approved by the Manager, General Aviation & Rotorcraft Section, International Validation Branch, FAA; or European Union Aviation Safety Agency (EASA); or Airbus Helicopters' EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(2) If there is no corrosion, before further flight, completely dry the MRH sleeve and apply a protective coating, primer, and paint protection. Following application, within 15 hours TIS and thereafter at intervals not to exceed 15 hours TIS, use HFEC to inspect the “Specific area” of the MRH sleeve as depicted in Figure 3 of ASB 62A017 for a crack. This HFEC inspection must be accomplished by a Level II or III inspector certified in the eddy current fault detection method in the Aeronautics Sector according to the EN4179 or NAS410 standard. If there is a crack, before further flight, remove the MRH sleeve from service and replace it with an airworthy part. Accomplishment of the HFEC inspections with no detected cracks after 75 hours TIS since applying the coating, primer, and paint protection constitutes a terminating action for the repetitive inspections required by this paragraph.

(B) If the corrosion cannot be removed by hand as specified in paragraph (g)(4)(i)(A) of this AD, before further flight, remove the MRH sleeve from service and replace it with an airworthy part or repair it 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.

(ii) If there is no corrosion as a result of the actions required by the introductory text of paragraph (g)(4) of this AD, before further flight, apply primer and paint protection.

(5) As an option to the actions required by paragraph (g)(4) of this AD, if there is not a crack, accomplish the actions required by paragraphs (g)(5)(i) and (ii) of this AD.

(i) Before further flight, apply primer and paint protection. If there is any area with flaking paint, you may apply only varnish instead of primer and paint protection on each flaking paint area.

(ii) Within 15 hours TIS after accomplishing the actions required by paragraph (g)(5)(i) of this AD and thereafter at intervals not to exceed 15 hours TIS, HFEC inspect the “Specific area” of the MRH sleeve as depicted in Figure 3 of ASB 62A017 for a crack. This HFEC inspection must be accomplished by a Level II or III inspector certified in the eddy current fault detection method in the Aeronautics Sector according to the EN4179 or NAS410 standard. If there is a crack, before further flight, remove the MRH sleeve from service and replace it with an airworthy part.

(6) As of the effective date of this AD, do not install an MRH sleeve identified in paragraph (c) of this AD on any helicopter unless the actions required by paragraphs (g)(1) and (2) of this AD have been accomplished.

(h) Special Flight Permits

A special flight permit may be issued in accordance with 14 CFR 21.197 and 21.199 provided that there are no passengers onboard and there is no crack or corrosion in an MRH sleeve.

(i) Alternative Methods of Compliance (AMOCs)

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

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

(j) Related Information

(1) For more information about this AD, contact Kristi Bradley, Program Manager, COS Program Management Section, Operational Safety Branch, Compliance & Airworthiness Division, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5110; email kristin.bradley@faa.gov.

(2) The subject of this AD is addressed in EASA Emergency AD 2022-0130-E, dated June 30, 2022. You may view the EASA AD at https://www.regulations.gov in Docket No. FAA-2022-0878.

(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) Airbus Helicopters Emergency Alert Service Bulletin No. 62A017, Revision 0, dated June 30, 2022.

(ii) [Reserved]

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

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

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

Issued on July 8, 2022.

Christina Underwood,

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

[FR Doc. 2022-15387 Filed 7-14-22; 4:15 pm]

2022-15-02 Cameron Balloons Ltd.: Amendment 39-22121; Docket No. FAA-2022-0469; Project Identifier MCAI-2021-00124-Q.

(a) Effective Date

This airworthiness directive (AD) is effective August 25, 2022.

(b) Affected ADs

None.

(c) Applicability

(1) This AD applies to hot air balloons, certificated in any category, with a Cameron Balloons Ltd. Stratus double burner assembly part number (P/N) CB8720 or P/N CB8721 installed.

(2) The affected burner assemblies 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 7100, Powerplant 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 suspected fatigue cracking of the weld on affected burner hangers. The FAA is issuing this AD to prevent burners from separating from the balloon. The unsafe condition, if not addressed, could result in an uncontrolled cold descent and hard landing of the balloon.

(f) Compliance

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

(g) Definitions

(1) For purposes of this AD, an "affected part A" is a Stratus double burner hanger P/N CB8504, Issue A, Issue B, or Issue C, except those installed on a Stratus double burner P/N CB8720 or P/N CB8721 with a doubler plate reinforcing the central part of the hanger bracket, as shown in figure 2 of Cameron Balloons Service Bulletin 28, Revision 3, dated February 3, 2021.

(2) For purposes of this AD, an "affected part B" is a Stratus double burner P/N CB8720 or P/N CB8721 with a doubler plate reinforcing the central part of the hanger bracket, as shown in figure 2 of Cameron Balloons Service Bulletin 28, Revision 3, dated February 3, 2021.

(3) For purposes of this AD, a "serviceable part" is a Stratus double burner hanger P/N CB8504, Issue D or later.

(h) Actions

(1) Within 10 hours time-in-service (TIS) or 30 days, whichever occurs first after the effective date of this AD, inspect the weld of each affected part A for cracks in accordance with paragraphs 3.1.2 through 3.1.4 and Figure 6 of Cameron Balloons SB28: Accomplishment Instructions, Stratus Double Burner; Mounting Hanger Inspection, CBL/TN/DCB/3191, Issue B, dated February 4, 2020.

(i) If there are no cracks, repeat the inspection in paragraph (h)(1) of this AD at intervals not to exceed 12 months.

(ii) If there is a crack, before further flight, remove the affected part A from service and install a serviceable part. Installation of a serviceable part on a Stratus double burner assembly constitutes terminating action for the repetitive inspections required by paragraph (h)(1) of this AD for that Stratus double burner assembly.

(2) Within 30 days or 10 hours TIS, whichever occurs first after the effective date of this AD, remove each affected part B from service and install a serviceable part.

(3) As of the effective date of this AD, do not install on any hot air balloon an affected part A.

(4) As of the effective date of this AD, do not install on any hot air balloon an affected part B, unless it is equipped with a serviceable part.

(i) Credit for Previous Actions

You may take credit for the initial inspection required by paragraph (h)(1) of this AD if you performed the inspection before the effective date of this AD using Cameron Balloons Service Bulletin 28, Revision 2, dated March 4, 2020; or Revision 3, dated February 3, 2021.

(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 certification office, send it to the attention of the person identified in paragraph (k)(2) of this AD and email to: 9-AVS-AIR-730-AMOC@faa.gov.

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

(k) Additional Information

(1) Refer to European Union Aviation Safety Agency (EASA) AD 2021-0042, dated January 29, 2021, for related information. This EASA AD may be found in the AD docket at https://www.regulations.gov under Docket No. FAA-2022-0469.

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

(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 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) Cameron Balloons SB28: Accomplishment Instructions, Stratus Double Burner; Mounting Hanger Inspection, CBL/TN/DCB/3191, Issue B, dated February 4, 2020.

(ii) Cameron Balloons Service Bulletin 28, Revision 3, dated February 3, 2021.

Note 1 to paragraph (l)(2)(ii): The document date is identified only on the first page of this document.

(3) For service information identified in this AD, contact Cameron Balloons Ltd., St. Johns Street, Bedminster, Bristol, BS3 4NH, United Kingdom; phone: +44 0 117 9637216; email: technical@cameronballoons.co.uk; website: https://www.cameronballoons.co.uk.

(4) You may review 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 July 7, 2022.

Christina Underwood,

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

[FR Doc. 2022-15421 Filed 7-20-22; 8:45 am]

2022-16-03 Continental Aerospace Technologies, Inc., Lycoming Engines, and Textron Lycoming/Subsidiary of Textron, Inc. Reciprocating Engines: Amendment 39-22132; Docket No. FAA-2022-0983; Project Identifier AD-2022-00614-E.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to:

(1) Continental Aerospace Technologies, Inc. reciprocating engine models identified in Table 1 to paragraph (c) of this AD that are equipped with an S-1200 series magneto having a serial number (S/N) between F21EA057 and F21KA009R, inclusive, manufactured and sold between May and November 2021; and

(2) Lycoming Engines and Textron Lycoming/Subsidiary of Textron, Inc. reciprocating engine models identified in Table 2 to paragraph (c) of this AD that are equipped with an S-1200 series magneto authorized by Continental Aerospace Technologies, Inc. Parts Manufacturer Approval (PMA) Supplements 1-54, having an S/N between F21EA057 and F21KA009R, inclusive, manufactured and sold between May and November 2021.

Table 1 to Paragraph (c) – Continental Aerospace Technologies, Inc. Reciprocating Engine Models

Make	Model
Continental Aerospace Technologies, Inc.	GTSIO-520-C, GTSIO-520-D, GTSIO-520-F, GTSIO-520-H, GTSIO-520-K, GTSIO-520-L, GTSIO-520-M, GTSIO-520-N, IO-346-A, IO-470-C, IO-470-D, IO-470-E, IO-470-F, IO-470-G, IO-470-H, IO-470-J, IO-470-K, IO-470-L, IO-470-M, IO-470-N, IO-470-P, IO-470-R, IO-470-S, IO-470-U, IO-470-V, IO-470-VO, IO-520-A, IO-520-B, IO-520-BA, IO-520-BB, IO-520-C, IO-520-CB, IO-520-D, IO-520-E, IO-520-F, IO-520-J, IO-520-K, IO-520-L, IO-520-P, IO-550-B, IO-550-C, IO-550-D, IO-550-E, IO-550-F, IO-550-L, LTSIO-520-AE, O-470-B, O-470-E, O-470-G, O-470-J, O-470-K, O-470-L, O-470-M, O-470-R, O-470-S, O-470-U, TSIO-520-A, TSIO-520-AE, TSIO-520-AF, TSIO-520-B, TSIO-520-BB, TSIO-520-C, TSIO-520-CE, TSIO-520-DB, TSIO-520-G, TSIO-520-H, TSIO-520-KB, TSIO-520-LB, TSIO-520-M, TSIO-520-NB, TSIO-520-P, TSIO-520-R, TSIO-520-T, TSIO-520-UB, TSIO-520-VB, TSIO-520-WB, TSIOL-550-A, TSIOL-550-B, TSIOL-550-C

Table 2 to Paragraph (c) – Lycoming Engines and Textron Lycoming Reciprocating Engine Models

Make	Model
Lycoming Engines	AEIO-320-D1B, AEIO-320-D2B, AEIO-360-A1B, AEIO-360-A1B6, AEIO-360-A2B, AEIO-360-B1F, AEIO-360-B2F, AEIO-360-B2F6, AEIO-540-D4B5, AIO-320-A1A, AIO-320-A1B, AIO-320-A2A, AIO-320-A2B, AIO-320-B1B, AIO-320-C1B, AIO-360-A1A, AIO-360-A1B, AIO-360-A2A, AIO-360-A2B, AIO-360-B1B, GO-480-G1J6, GSO-480-B1J6, HIO-360-C1B, HIO-360-D1A, HIO-540-A1A, IGO-480-A1A6, IGO-540-A1C, IGSO-480-A1G6, IGSO-540-A1A, IGSO-540-A1C, IGSO-540-A1D, IGSO-540-A1E, IGSO-540-A1F, IGSO-540-A1H, IGSO-540-B1A, IGSO-540-B1C, IO-320-B1D, IO-320-B1E, IO-320-D1A, IO-320-D1B, IO-320-D1C, IO-360-A1B, IO-360-A1B6, IO-360-A1C, IO-360-A1D6, IO-360-A2B, IO-360-A2C, IO-360-B1E, IO-360-B1F, IO-360-B2E, IO-360-B2F, IO-360-B2F6, IO-360-C1B, IO-360-C1C, IO-360-C1C6, IO-360-C1D6, IO-360-C1E6, IO-360-C1F, IO-360-D1A, IO-360-E1A, IO-360-F1A, IO-540-B1A5, IO-540-D4B5, IO-540-D4C5, IO-540-E1B5, IO-540-E1C5, IO-540-G1B5, IO-540-G1C5, IO-540-G1D5, IO-540-G1E5, IO-540-G1F5, IO-540-J4A5, IO-540-K1A5, IO-540-K1B5, IO-540-K1C5, IO-540-K1D5, IO-540-K1E5, IO-540-K1F5, IO-540-K1G5, IO-540-K1H5, IO-540-K1J5, IO-540-K1K5, IO-540-L1A5, IO-540-L1C5, IO-540-M1A5, IO-540-M1C5, IO-540-P1A5, IO-540-R1A5, IO-540-S1A5, IO-540-T4B5, IO-540-W1A5, IO-540-AA1A5, LIO-360-C1E6, LTIO-540-J2B, LTIO-540-U2A, LTIO-540-W2A, O-235-C2B, O-235-E2B, O-235-F2B, O-235-G2B, O-235-J2B, O-235-K2B, O-320-D1C, O-320-D1F, O-320-D2C, O-320-D2F, O-320-E1C, O-320-E1F, O-320-E1J, O-320-E2C, O-320-E2F, O-360-A1F, O-360-A1F6, O-360-A1G, O-360-A1G6, O-360-A2F, O-360-A2G, O-360-A4G, O-360-C1F, O-540-B1D5, O-540-B2C5, O-540-E4C5, O-540-G1A5, O-540-G2A5, TIGO-541-B1A, TIGO-541-C1A, TIGO-541-D1A, TIGO-541-D1B, TIGO-541-E1A, TIO-360-A1A, TIO-360-A1B, TIO-540-A1A, TIO-540-A1B, TIO-540-A1C, TIO-540-A2A, TIO-540-A2B, TIO-540-A2C, TIO-540-C1A, TIO-540-E1A, TIO-540-G1A, TIO-540-H1A, TIO-540-J2B, TIO-540-U2A, TIO-540-W2A, TIO-541-A1A, TIO-541-E1A4, TIO-541-E1B4, TIO-541-E1C4, TIO-541-E1D4, TVO-435-B1B, TVO-435-D1A, TVO-435-F1A, TVO-435-G1A, VO-435-B1A, VO-540-B1H3, VO-540-B2G, VO-540-C2C
Textron Lycoming/Subsidiary of Textron, Inc.	IO-720-A1B, IO-720-B1B, IO-720-C1B

(d) Subject

Joint Aircraft System Component (JASC) Code 8500, Engine (RECIPROCATING).

(e) Unsafe Condition

This AD was prompted by a report of a manufacturing quality escape of improperly lubricated roller bearings installed in certain magnetos, which may result in overheating and magneto seizure. The FAA is issuing this AD to prevent failure of the magneto. The unsafe condition, if not addressed, could result in failure of one or more engines, in-flight shutdown, and loss of the airplane.

(f) Compliance

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

(g) Required Actions

For any affected magneto, within 25 operating hours time-in-service (TIS) or, if any affected magneto has accumulated more than 25 operating hours TIS, before further flight after the effective date of this AD:

(1) Remove the affected magneto from the engine and replace with a part eligible for installation in accordance with the Corrective Action, paragraph III.A., of Continental Aerospace Technologies Critical Service Bulletin CSB673, Revision C, dated May 24, 2022 (the CSB); or

(2) Remove the affected magneto from the engine and disassemble and inspect the affected magneto in accordance with the Corrective Action, paragraphs III.B.1. through III.B.8.a., of the CSB.

(i) If, during the inspection required by paragraph (g)(2) of this AD, no white grease is detected, before further flight, inspect and replace the magneto components, as applicable, in accordance with the Corrective Action, paragraphs III.B.8.b.1 and III.B.8.b.2, of the CSB. Where the CSB specifies discarding the roller bearing, this AD instead requires removing the roller bearing from service.

(ii) Reassemble and install the magneto in accordance with the Corrective Action, paragraph III.C., of the CSB.

(h) Installation Prohibition

After the effective date of this AD, do not install onto any engine an S-1200 series magneto having a S/N between F21EA057 and F21KA009R, inclusive, manufactured and sold between May and November 2021; or any S-1200 series magneto authorized by Continental Aerospace Technologies, Inc. PMA Supplements 1-54, having an S/N between F21EA057 and F21KA009R, inclusive, manufactured and sold between May and November 2021, unless the magneto has first undergone corrective action and the data plate has been marked in accordance with the Corrective Action, paragraph III.C.3., of the CSB.

(i) Credit for Previous Actions

You may take credit for actions required by paragraph (g) of this AD if the actions were performed before the effective date of this AD using Continental Aerospace Technologies Critical Service Bulletin CSB673, Revision B, dated April 20, 2022; Continental Ignition Systems Service Bulletin (SB) SB673, Revision A, dated March 8, 2022; or Continental Ignition Systems SB SB673, Original Issue, dated January 31, 2022.

(j) Special Flight Permit

A special flight permit may be issued in accordance with 14 CFR 21.197 and 21.199 to permit a one-time non-revenue ferry flight to a location where this AD can be accomplished. This ferry flight must be performed with only essential flight crew.

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Atlanta 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 (l) 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.

(l) Related Information

For more information about this AD, contact Boyce Jones, Aviation Safety Engineer, Atlanta ACO, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: (404) 474-5535; email: boyce.jones@faa.gov.

(m) 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) Continental Aerospace Technologies Critical Service Bulletin CSB673, Revision C, dated May 24, 2022.

(ii) [Reserved]

(3) For service information identified in this AD, contact Continental Aerospace Technologies, P.O. Box 90, Mobile, AL 36615; phone: (251) 436-8299; website: www.continental.aero.

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

Issued on July 25, 2022.

Christina Underwood,

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

[FR Doc. 2022-16371 Filed 7-27-22; 11:15 am]