FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS
BALLOONS, AIRSHIPS, AND UAS

BIWEEKLY 2022-23

10/24/2022 - 11/06/2022

Federal Aviation Administration
Continued Operational Safety Policy Section, AIR-141
P.O. Box 25082
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SMALL AIRCRAFT

AD No.	Information	Manufacturer	Applicability

Information Key: E- Emergency; COR - Correction; R - Replaces, A- Affects

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

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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,

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			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

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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

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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,AW139
2022-13-07		AutoGyro Certification Limited	Calidus,Cavalon,MTOsport 2017
2022-13-16		GE 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 NG,DA 40F
2022-13-14		Airbus Helicopters	AS-365N2,AS-365N3,EC 155B,EC155B1,SA-365N1
2022-13-15		Williams International Company, L.L.C.	FJ44-2A,FJ44-2C,FJ44-3A,FJ44-3A-24
2022-14-03		Leonardo S.p.a.	AB412,AB412 EP
2022-14-11		Stemme AG	Stemme S 12
2022-14-12		GE Aviation Czech s.r.o.	M601F,M601E-11,M601E-11A,M601D-11,M601E-11AS,M601E-11S
Biweekly 2022-16			
2022-14-14		Alexander Schleicher GmbH & Co. Segelflugzeugbau	ASW -15

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2022-14-51		Airbus Helicopters	EC225LP
2022-15-02		Cameron Balloons Ltd.,Aerostar International,Ballonbau Worner GmbH,Balony Kubicek spol s.r.o.,Eagle Balloons Corp.,Kubíek Factory s.r.o.,JR Aerosports, LTD,Lindstrand Balloons Ltd.,Adams Aerostats LLC	N/A
2022-16-03		Continental Aerospace Technologies, Inc.,Lycoming Engines,Textron Lycoming Subsidiary of Textron 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-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,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-540-A1A,HIO-360-C1B,HIO-360-D1A,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-

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			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,IO-720-A1B,IO-720-B1B,IO-720-C1B,TSIO-520-M
Biweekly 2022-17			
No ADs			
Biweekly 2022-18			
2022-17-01		Airbus Helicopters Deutschland GmbH	EC135P1,EC135P2,EC135P2+,EC135P3,EC135T1,EC135T2,EC135T2+/EC635T2+,EC135T3
2022-17-05	R 2002-14-28	Viking Air Limited	DHC-2 Mk.I,DHC-2 Mk.II,DHC-2 Mk.III
Biweekly 2022-19			
2022-17-13		Piaggio Aero Industries S.p.A.	P-180
2022-18-02		MT-Propeller Entwicklung GmbH	MTV-5-1-( ),MTV-9-( ),MTV-12-( ),MTV-14-B,MTV-14-D,MTV-15-( ),MTV-16-( ),MTV-18-( ),MTV-27-( )
2022-18-03	R 2022-05-13	Honda Aircraft Company LLC	HA-420
2022-18-07		Airbus Helicopters	AS332C,AS332C1,AS332L,AS332L1
2022-18-16		General Electric Company	CT7-8A
Biweekly 2022-20			
2022-19-03	R 2016-26-08	Pilatus Aircraft Ltd.	PC-12,PC-12/45,PC-12/47,PC-12/47E
2022-19-08		Airbus Helicopters	SA341G,SA342J
2022-19-11		Costruzioni Aeronautiche Tecnam S.P.A.	P2006T
2022-19-12	R 2021-19-08	Robinson Helicopter Company	R44,R44 II,R66
2022-19-13	A 2011-22-05 R1 A 2016-25-20	Airbus Helicopters	AS355E,AS355F,AS355F1,AS355F2,AS355N,AS355NP

SMALL AIRCRAFT

AD No.	Information	Manufacturer	Applicability

Information Key: E- Emergency; COR - Correction; R - Replaces, A- Affects

Biweekly 2022-21

2022-19-07		Piaggio Aviation S.p.A.	P-180
2022-20-01		Airbus Helicopters Deutschland GmbH	MBB-BK 117 C-2
2022-21-51	E	Viking Air Limited	DHC-3

Biweekly 2022-22

2022-20-07	R 2021-10-10	Airbus Helicopters	SA330J
2022-21-11		Bell Textron Inc.,Rotorcraft Development Corporation,Southwest Florida Aviation International,Robinson Air Crane Inc.,Tamarack Helicopters Inc.,Overseas Aircraft Support Inc.,Richards Heavylift Helo Inc.,International Helicopters Inc.,Red Tail Flying Services LLC,WSH LLC,Smith Helicopters,West Coast Fabrications,AST Inc.,California Department of Forestry,Arrow Falcon Exporters Inc.,Global Helicopter Technology Inc.,Hagglund Helicopters LLC,JJASPP Engineering Services LLC,Northwest Rotorcraft LLC	204B,205A,205A-1,TH-1F,TH-1L,UH-1A,UH-1B,UH-1E,UH-1F,UH-1H,UH-1L,UH-1P,SW205A-1,SW205 (UH-1H)

Biweekly 2022-23

2022-20-10		Vulcanair S.p.A.	P.68,P.68B,P.68C,P.68C-TC,P.68 Observer,P.68TC Observer,P.68 Observer 2,P.68R
2022-20-11		Bell Textron Canada Limited	429
2022-21-13	R 2021-23-17	Hoffmann GmbH & Co. KG	HO-V 72
2022-22-03		Leonardo S.p.a.	AB139,AW139
2022-22-05		NZSkydive Limited	FBA-2C1,FBA-2C2,FBA-2C3,FBA-2C4
2022-23-08		Viking Air Limited	DHC-3

PART 39-AIRWORTHINESS DIRECTIVES

The authority citation for part 39 continues to read as follows:

[Amended]

The FAA amends §39.13 by adding the following new airworthiness directive:

2022-20-10 Vulcanair S.p.A.: Amendment 39-22194; Docket No. FAA-2022-0813; Project Identifier MCAI-2021-01316-A.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Vulcanair S.p.A. Model P.68, P.68B, P.68C, P.68C-TC, P.68 “Observer,” P.68TC “Observer,” P.68 “Observer 2,” and P.68R airplanes, all serial numbers (S/Ns), certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 5540, Rudder 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 corrosion causing failure of the upper rudder hinge. The FAA is issuing this AD to address damage of the upper and lower rudder hinges. This condition, if not addressed, could result in interference with the rudder movement and lead to failure of the rudder, which could result in loss of control of the airplane.

(f) Compliance

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

(g) Required Actions

Within 200 hours time-in-service (TIS) after the effective date of this AD or within 12 months after the effective date of this AD, whichever occurs first, and thereafter at intervals not to exceed 200 hours TIS or

12 months, whichever occurs first, inspect the upper and lower rudder hinges for looseness, corrosion, cracking, and damage in accordance with steps 1 through 4 of Vulcanair Aircraft Alert Service Letter No. 23, Revision 2, dated September 29, 2021.

(1) If there is no looseness, no corrosion, no cracking, and no damage, do the actions in paragraphs (g)(1)(i) and (ii) of this AD.

(i) Remove the rudder by following the removal procedure for your airplane identified in table 1 to paragraph (g)(1)(i) of this AD.

Table 1 to Paragraph (g)(1)(i) -Applicable Maintenance Manuals (MMs) for Rudder Removal

Airplane model	**Vulcanair MM rudder removal procedure**	**Airplane S/N**
P.68 and P.68B	Paragraph 6.2, Removal and Installation of the Rudder, of Chapter 6-Vertical Empennage, of Section B, Structure, of the Vulcanair Aircraft A/C P68B Victor Maintenance Manual, NOR.10.709-9, Revision 16, dated September 22, 2017	All S/Ns.
P.68R	Paragraph 6.2, Removal and Installation of the Rudder, of Chapter 6-Vertical Empennage, of Section B, Structure, of the Vulcanair Aircraft A/C P68B Victor Maintenance Manual, NOR.10.709-9, Revision 16, dated September 22, 2017	S/N 40 and S/N 430.
	Paragraph 3.2.13, Removal of Rudder, of Section 6, Structures, of the Vulcanair Aircraft P.68R Maintenance Manual, AMM10.702-3, Revision 12, dated December 12, 2019	S/N 453 and larger.
P.68C	Paragraph 5.10, Removal of the Rudder, of Section C, Airframe, of the Vulcanair Aircraft P68C Maintenance Manual, NOR10.709-1B, Revision 9, dated August 30, 2017	S/N up to and including S/N 460.
	Paragraph 3.2.13, Removal of Rudder, of Section 6, Structures, of the Vulcanair Aircraft P.68C & P.68C-TC Maintenance Manual, AMM10.702-1, Revision 7, dated May 11, 2021	S/N 462 and larger.
P.68C-TC	Paragraph 5.10, Removal of the Rudder, of Section C, Airframe, of the Vulcanair Aircraft P68C Maintenance Manual, NOR10.709-1B, Revision 9, dated August 30, 2017	S/N up to and including S/N 392.
	Paragraph 3.2.13, Removal of Rudder, of Section 6, Structures, of the Vulcanair Aircraft P.68C & P.68C-TC Maintenance Manual AMM10.702-1, Revision 7, dated May 11, 2021	S/N 467 and larger.
P.68 Observer	Paragraph 5.10, Removal of the Rudder, of Section C, Airframe, of the Vulcanair Aircraft P68C Maintenance Manual, NOR10.709-1B, Revision 9, dated August 30, 2017	All S/Ns.
P.68 Observer 2	Paragraph 5.10, Removal of Rudder, of Section C, Airframe, of the Vulcanair Aircraft P68 Observer 2 Maintenance Manual, NOR10.709-10, Revision 5, dated October 23, 2017	S/N up to and including S/N 451.
	Paragraph 3.2.13, Removal of Rudder, of Section 6, Structures, of the Vulcanair Aircraft P.68 Observer 2 & P.68TC Observer Maintenance Manual, AMM10.702-2, Revision 8, dated November 11, 2021	S/N 465 and larger.
P.68TC Observer	Paragraph 5.10, Removal of the Rudder, of Section C, Airframe, of the Vulcanair Aircraft P68C Maintenance Manual, NOR10.709-1B, Revision 9, dated August 30,	S/N up to and including S

2017	/N 394.
Paragraph 5.10, Removal of Rudder, of Section C, Airframe, of the Vulcanair Aircraft P68-TC Observer Maintenance Manual, NOR10.709-4A, Revision 4, dated March 15, 2018	S/N 400 up to and including S /N 461.
Paragraph 3.2.13, Removal of Rudder, of Section 6, Structures, of the Vulcanair Aircraft P.68 Observer 2 & P.68TC Observer Maintenance Manual, AMM10.702-2, Revision 8, dated November 11, 2021	S/N 481 and larger.

(ii) Perform a dye penetrant inspection of the hinges, paying particular attention to the pivot/attachment holes, using a dye penetrant solution for manual non-destructive testing using the following:

(A) Penetrant System: TYPE II (Visible Dye);

(B) METHOD C (Solvent Removable);

(C) Developer: FORM D (Non-aqueous); or

(D) Solvent Remover: CLASS 1 (Halogenated).

(2) If there is any looseness, corrosion, cracking, or damage, replace the hinge before further flight.

(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 . In accordance with , 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: .

(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) Additional Information

(1) For more information about this AD, contact John DeLuca, Aviation Safety Engineer, General Aviation & Rotorcraft Section, International Validation Branch, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (516) 228-7369; email: .

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2021-0267, dated November 24, 2021, for more information. You may view the EASA AD at regulations.gov in Docket No. FAA-2022-0813.

(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 and .

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

(i) Vulcanair Aircraft Alert Service Letter No. 23, Revision 2, dated September 29, 2021.

(ii) Section 6, Structures, of the Vulcanair Aircraft P.68C & P.68C-TC Maintenance Manual, AMM10.702-1, Revision 7, dated May 11, 2021.

(iii) Section 6, Structures, of the Vulcanair Aircraft P.68 Observer 2 & P.68TC Observer Maintenance Manual, AMM10.702-2, Revision 8, dated November 11, 2021.

(iv) Section 6, Structures, of the Vulcanair Aircraft P.68R Maintenance Manual, AMM10.702-3, Revision 12, dated December 12, 2019.

(v) Section C, Airframe, of the Vulcanair Aircraft P68C Maintenance Manual, NOR10.709-1B, Revision 9, dated August 30, 2017.

(vi) Section C, Airframe, of the Vulcanair Aircraft P68-TC Observer Maintenance Manual, NOR10.709-4A, Revision 4, dated March 15, 2018.

(vii) Section B, Structure, of the Vulcanair Aircraft A/C P68B Victor Maintenance Manual, NOR.10.709-9, Revision 16, dated September 22, 2017.

(viii) Section C, Airframe, of the Vulcanair Aircraft P68 Observer 2 Maintenance Manual, NOR10.709-10, Revision 5, dated October 23, 2017.

(3) For service information identified in this AD, contact Vulcanair S.p.A., Fulvio Oloferni, via Giovanni Pascoli, 7, 80026 Naples, Italy; phone: +39 081 5918 135; email: *;* website: *vulcanair.com.*

(4) You may view this service information at 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: , or go to: .

Issued on September 19, 2022.

Christina Underwood,

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

[Filed 10-21-22; 8:45 am]

BILLING CODE 4910-13-P

PART 39-AIRWORTHINESS DIRECTIVES

The authority citation for part 39 continues to read as follows:

[Amended]

The FAA amends §39.13 by adding the following new airworthiness directive:

2022-20-11 Bell Textron Canada Limited: Amendment 39-22195; Docket No. FAA-2021-1074; Project Identifier MCAI-2021-00447-R.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bell Textron Canada Limited Model 429 helicopters, serial numbers (S/N) 57001 and subsequent, certificated in any category.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 5302, Rotorcraft tailboom.

(e) Unsafe Condition

This AD was prompted by reports of failed rivets between the tailboom skin and the tail rotor (TR) gearbox support assembly. The FAA is issuing this AD to detect failed rivets and rivets with inadequate grip length. The unsafe condition, if not addressed, could result in deterioration of the joint structural integrity, detachment of the TR gearbox support assembly, and loss of helicopter control.

(f) Compliance

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

(g) Required Actions

(1) As of the effective date of this AD, for Model 429 helicopters S/N 57002 through 57210 inclusive and S /N 57212 and subsequent that have accumulated less than 300 total hours time-in-service (TIS), within 100 hours TIS or 6 months after accumulating 300 total hours TIS, whichever occurs first; or for Model 429 helicopters S/N 57002 through 57210 inclusive and S/N 57212 and subsequent that have replaced the TR gearbox support assembly part number (P/N) 429-034-701-101 or P/N 429-035-705-101 and the helicopter has accumulated less than 300 total hours TIS since the replacement of the TR gearbox support assembly,

within 100 hours TIS or 6 months after accumulating 300 total hours TIS since the replacement, whichever occurs first:

(i) Visually inspect the external surface of the TR gearbox support assembly for any rivet heads that have separated from their tail. If there are any rivet heads that have separated from their tail, before further flight, remove these rivets from service and measure any gaps between the TR gearbox support assembly and the tailboom skin by following the Accomplishment Instructions, Part I, paragraphs 9.b. through 9.d. of Bell Alert Service Bulletin 429-19-47, Revision B, dated January 27, 2021 (ASB 429-19-47 Rev B).

(A) If there are no gaps or if any gap measures 0.005 in (0.127 mm) or less, before further flight, replace the rivets removed from service by paragraph (g)(1)(i) of this AD with airworthy rivets.

(B) If there are any gaps that exceed 0.005 in (0.127 mm), before further flight, repair the gaps, and replace the rivets removed from service by paragraph (g)(1)(i) of this AD with airworthy rivets. This AD requires repairing any gaps in accordance with a method approved by the Manager, General Aviation & Rotorcraft Section, International Validation Branch, FAA; or Transport Canada; or Bell Textron Canada Limited's Transport Canada Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(ii) Borescope inspect or use a light source and mirror to visually inspect each rivet inside the tailboom for any missing rivet tails, any rivet tails resting at the bottom of the tailboom, and any rivet tails not resting against the tailboom skin.

(A) If there are any missing rivet tails, or any rivet tails resting at the bottom of the tailboom, before further flight, remove these rivets from service, and measure any gaps between the TR gearbox support assembly and the tailboom skin by following the Accomplishment Instructions, Part I, paragraphs 9.b. through 9.d. of ASB 429-19-47 Rev B.

(*1*) If there are no gaps or if any gap measures 0.005 in (0.127 mm) or less, before further flight, replace the rivets removed from service by paragraph (g)(1)(ii)(A) of this AD with airworthy rivets.

(*2*) If there are any gaps that exceed 0.005 in (0.127 mm), before further flight, repair the gaps, and replace the rivets removed from service by paragraph (g)(1)(ii)(A) of this AD with airworthy rivets. This AD requires repairing any gaps in accordance with a method approved by the Manager, General Aviation & Rotorcraft Section, International Validation Branch, FAA; or Transport Canada; or Bell Textron Canada Limited's Transport Canada DAO. If approved by the DAO, the approval must include the DAO-authorized signature.

(B) If there are any rivet tails not resting against the tailboom skin, before further flight, remove these rivets from service and replace them with airworthy rivets.

(iii) Perform a tactile inspection of the rivets identified in Figure 1 of ASB 429-19-47 Rev B, by pulling on each rivet tail with pliers or pulling by hand. If any rivet does come out when pulled with pliers or when pulled by hand, before further flight, remove any rivet from service that comes out when pulled with pliers or when pulled by hand and replace with an airworthy rivet.

(2) For Model 429 helicopters S/N 57002 through 57210 inclusive and S/N 57212 and subsequent that are not identified in paragraph (g)(1) of this AD, within 100 hours TIS or 6 months after the effective date of this AD, whichever occurs first, perform the actions as specified in paragraphs (g)(1)(i) through (iii) of this AD.

(3) For Model 429 helicopters S/N 57002 through 57210 inclusive and S/N 57212 and subsequent, within 400 hours TIS or 12 months, whichever occurs first after the initial inspections required by paragraph (g)(1)

or (2) of this AD, as applicable to your helicopter, and thereafter at intervals not to exceed 400 hours TIS or 12 months, whichever occurs first, accomplish the actions required by paragraphs (g)(1)(i) through (iii) of this AD.

(4) For Model 429 helicopters S/N 57001 and 57211, within 400 hours TIS or 12 months after the effective date of this AD, whichever occurs first, and thereafter at intervals not to exceed 400 hours TIS or 12 months, whichever occurs first, accomplish the actions required by paragraphs (g)(1)(i) through (iii) of this AD.

(h) Credit for Previous Actions

This paragraph provides credit for the actions specified in paragraphs (g)(1) and (2) of this AD, if those actions were performed before the effective date of this AD using Bell Alert Service Bulletin 429-19-47, Revision A, dated November 2, 2020; or Bell Alert Service Bulletin 429-19-47, dated August 28, 2019.

(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 . In accordance with , 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: .

(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 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 .

(2) Bell Alert Service Bulletin 429-19-47, Revision A, dated November 2, 2020; and Bell Alert Service Bulletin 429-19-47, dated August 28, 2019, which are not incorporated by reference, contain additional information about the subject of this AD. This service information is available at the contact information specified in paragraphs (k)(3) and (4) of this AD.

(3) The subject of this AD is addressed in Transport Canada AD CF-2021-15, dated April 14, 2021. You may view the Transport Canada AD on the internet at *regulations.gov* in Docket No. FAA-2021-1074.

(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 and .

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

(i) Bell Alert Service Bulletin 429-19-47, Revision B, dated January 27, 2021.

(ii) [Reserved]

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

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

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email: , or go to: .

Issued on September 19, 2022.

Christina Underwood,

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

[Filed 10-21-22; 8:45 am]

BILLING CODE 4910-13-P

PART 39-AIRWORTHINESS DIRECTIVES

The authority citation for part 39 continues to read as follows:

[Amended]

The FAA amends §39.13 by:

Removing Airworthiness Directive 2021-23-17, Amendment 39-21815 (, December 6, 2021); and

Adding the following new airworthiness directive:

2022-21-13 Hoffmann GmbH & Co. KG: Amendment 39-22212; Docket No. FAA-2022-0980; Project Identifier MCAI-2022-00448-P.

(a) Effective Date

This airworthiness directive (AD) is effective December 6, 2022.

(b) Affected ADs

This AD replaces AD 2021-23-17, Amendment 39-21815 (, December 6, 2021) (AD 2021-23-17).

(c) Applicability

This AD applies to Hoffmann GmbH & Co. KG (Hoffmann) model HO-V 72 propellers.

(d) Subject

Joint Aircraft System Component (JASC) Code 6114, Propeller Hub Section.

(e) Unsafe Condition

This AD was prompted by reports of cracks at different positions on two affected propeller hubs. The FAA is issuing this AD to prevent failure of the propeller hub. The unsafe condition, if not addressed, could result in release of the propeller, damage to the airplane, and injury to persons on the ground.

(f) Compliance

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

(g) Required Actions

(1) Before the next flight after December 22, 2020 (the effective date of AD 2020-25-05, Amendment 39-21347 (, December 7, 2020)), amend the emergency or abnormal procedures section of the existing aircraft flight manual by inserting this text: “Abnormal propeller vibrations: As applicable, reduce engine RPM.”

(2) Before the next flight after January 10, 2022 (the effective date of AD 2021-23-17), and thereafter, before the next flight after any flight where abnormal propeller vibrations have been experienced, visually inspect propeller hub HO-V 72 () ()-()-() for cracks using paragraph 2.1 of Hoffmann Propeller GmbH & Co. KG Service Bulletin SB E53, Rev. D, dated February 18, 2021 (Hoffmann Propeller SB E53 Rev. D).

(3) Within 20 flight hours (FHs) after January 10, 2022 (the effective date of AD 2021-23-17), perform a non-destructive test (NDT) inspection of propeller hub HO-V 72 () ()-()-() using paragraph 2.3 of Hoffmann Propeller SB E53 Rev. D.

(4) During each overhaul of propeller hub HO-V 72 () ()-()-() after January 10, 2022 (the effective date of AD 2021-23-17), perform an NDT inspection using paragraph 2.3 of Hoffmann Propeller SB E53 Rev. D.

(5) Within 30 days after the effective date of this AD, review the maintenance records to confirm the propeller blade retention nuts were tightened at the last in-shop maintenance visit to the torque values in paragraph 5 of Hoffmann Propeller Service Bulletin SB057 C, dated February 22, 2022 (Hoffmann Propeller SB057 C).

(6) If, during the records review required by paragraph (g)(5) of this AD, it is determined that the propeller blade retention nuts were not tightened to the torque values in paragraph 5 of Hoffmann Propeller SB057 C, or it cannot be confirmed if the propeller blade retention nuts were tightened to the torque values in paragraph 5 of Hoffmann Propeller SB057 C, perform the following actions:

(i) Within 90 FHs after the effective date of this AD, tighten each propeller blade retention nut to the torque values in paragraph 5 of Hoffmann Propeller SB057 C, using paragraphs 6 and 7 of Hoffmann Propeller Service Bulletin SB059 B, dated February 23, 2022.

(ii) Before the next flight after the effective date of this AD and, thereafter, before each flight until the propeller blade retention nut is tightened to the torque values in paragraph 5 of Hoffmann Propeller SB057 C, as required by paragraph (g)(6)(i) of this AD, confirm that there is no axial play in the blade retention system by inspecting the propeller blade for shake. If any axial play is detected, remove the propeller from service and perform an NDT inspection of the propeller hub using paragraph 2.3 of Hoffmann Propeller SB E53 Rev. D.

(7) If, during any inspection required by paragraph (g)(2), (3), (4) or (6)(ii) of this AD, any crack is detected, replace propeller hub HO-V 72 () ()-()-() with a part eligible for installation.

(h) Definition

For the purpose of this AD, a “part eligible for installation” is a propeller hub HO-V 72 () ()-()-() with zero hours time since new, or a propeller hub HO-V 72 () ()-()-() that has passed an NDT inspection using paragraph 2.3 of Hoffmann Propeller SB E53 Rev. D.

(i) Non-Required Actions

(1) Sending the propeller to Hoffmann for investigation, as contained in paragraph 2.1 of Hoffmann Propeller SB E53 Rev. D, is not required by this AD.

(2) Reporting propeller hubs with cracks to Hoffmann, as contained in paragraph 2.3 of Hoffmann Propeller SB E53 Rev. D, is not required by this AD.

(j) Credit for Previous Actions

(1) You may take credit for the initial visual inspection and NDT inspection of the propeller hub required by paragraphs (g)(2), (3), and (4) of this AD if you performed any of these actions before January 10, 2022 (the effective date of AD 2021 23-17) using Hoffmann Propeller GmbH & Co. KG SB E53, Rev. A, dated October 9, 2020; Rev. B, dated October 14, 2020; or Rev. C, dated December 9, 2020.

(2) You may take credit for the records review to confirm the propeller blade retention nuts were tightened to the torque values as required by paragraph (g)(5) of this AD, and the tightening of each propeller blade retention nut as required by paragraph (g)(6)(i) of this AD if you performed any of these actions before the effective date of this AD during the last in-shop maintenance visit using Hoffmann Propeller Service Bulletin SB057 B, dated February 8, 2022; or Hoffmann Propeller Service Bulletin SB059 A, dated February 11, 2022.

(k) Special Flight Permit

A special flight permit may be issued in accordance with and to operate the airplane to a service facility to perform the NDT inspection. Special flight permits are prohibited to perform the visual inspection of the propeller hub.

(l) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Boston ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in . In accordance with , 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 (m)(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.

(m) Additional Information

(1) For more information about this AD, contact Michael Schwetz, Aviation Safety Engineer, Boston ACO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238-7761; email: .

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2022-0061, dated April 4, 2022, for related information. This EASA AD may be found in the AD docket at regulatFAA-2022-0980.

(n) 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 and .

(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 December 6, 2022.

(i) Hoffmann Propeller Service Bulletin SB057 C, dated February 22, 2022.

(ii) Hoffmann Propeller Service Bulletin SB059 B, dated February 23, 2022.

(4) The following service information was approved for IBR on January 10, 2022 (, December 6, 2021).

(i) Hoffmann Propeller GmbH & Co. KG Service Bulletin SB E53 Rev. D, dated February 18, 2021.

(ii) Reserved.

(5) For Hoffmann service information identified in this AD, contact Hoffmann GmbH & Co. KG, Küpferlingstrasse 9, 83022, Rosenheim, Germany; phone: +49 0 8031 1878 0; email: *;* website: *hoffmann-prop.com.*

(6) 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.

(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: , or go to: .

Issued on October 6, 2022.

Christina Underwood,

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

[Filed 10-31-22; 8:45 am]

BILLING CODE 4910-13-P

PART 39-AIRWORTHINESS DIRECTIVES

The authority citation for part 39 continues to read as follows:

[Amended]

The FAA amends §39.13 by adding the following new airworthiness directive:

2022-22-03 Leonardo S.p.a.: Amendment 39-22218; Docket No. FAA-2022-1307; Project Identifier MCAI-2022-01331-R.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Leonardo S.p.a. Model AB139 and AW139 helicopters serial numbers (S/Ns) 31005 through 31984 inclusive (except S/Ns 31007, 31803, 31959, 31967, 31969, 31974, 31982, and 31983), S/Ns 41001 through 41580 inclusive, and S/Ns 41801 through 41806 inclusive, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code: 2497, Electrical Power System Wiring.

(e) Unsafe Condition

This AD was prompted by a report of smoke and fire in the cockpit and subsequent reduced control of the helicopter. The FAA is issuing this AD to address improper installation of the forward cabin roof ceiling harnesses. The unsafe condition, if not addressed, could result in damage of the electrical wiring, fire in the forward cabin roof ceiling, and possible 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 paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency Emergency AD 2022-0209-E, dated October 12, 2022 (EASA AD 2022-0209-E).

(h) Exceptions to EASA AD 2022-0209-E

(1) Where EASA AD 2022-0209-E requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(2) Where EASA AD 2022-0209-E refers to its effective date, this AD requires using the effective date of this AD.

(3) Where the service information referenced in EASA AD 2022-0209-E specifies to contact Product Support Engineering in order to receive further instruction and where EASA AD 2022-0209-E requires contacting Leonardo for approved corrective action(s) instructions, this AD requires repair done 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.

(4) Where paragraph (9) of EASA AD 2022-0209-E specifies reporting inspection results to Leonardo within 30 days after completing an inspection that detects any discrepancy, this AD requires reporting those inspection results at the applicable compliance time in paragraph (h)(4)(i) or (ii) of this AD.

(i) If the inspection was done on or after the effective date of this AD: Submit the report within 10 days after completing the inspection.

(ii) If the inspection was done before the effective date of this AD: Submit the report within 10 days after the effective date of this AD.

(5) The “Remarks” section of EASA AD 2022-0209-E does not apply to this AD.

(i) Special Flight Permit

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

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in . In accordance with , 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: .

(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 Kristi Bradley, Acting 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 .

(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 and .

(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) Emergency AD 2022-0209-E, dated October 12, 2022.

(ii) [Reserved]

(3) For EASA Emergency AD 2022-0209-E, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email *;* internet *easa.europa.eu.* You may find the EASA material on the EASA website at *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.

(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 , or go to: .

Issued on October 14, 2022.

Christina Underwood,

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

[Filed 10-27-22; 4:15 pm]

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PART 39-AIRWORTHINESS DIRECTIVES

The authority citation for part 39 continues to read as follows:

[Amended]

The FAA amends §39.13 by adding the following new airworthiness directive:

2022-22-05 NZSkydive Limited (type certificate previously held by Pacific Aerospace Ltd.): Amendment 39-22220; Docket No. FAA-2022-1310; Project Identifier MCAI-2022-01261-A.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

All NZSkydive Limited (type certificate previously held by Pacific Aerospace Ltd.) Model FBA-2C1, FBA-2C2, FBA-2C3, and FBA-2C4 airplanes, all serial numbers, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 2710, Aileron 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 a batch of aileron control chain sprockets being manufactured with a non-metallic sleeve insert in the sprocket bore, which can cause cracks to develop and affect the integrity of the aileron control chain sprockets. The FAA is issuing this AD to prevent cracks from forming in the aileron control chain sprockets due to non-metallic sleeves in the sprocket bore. These cracks can affect the integrity of the aileron control chain sprockets and have the potential to produce binding of the aileron flight controls. The unsafe condition, if not addressed, could lead to loss of integrity of the aileron control chain sprockets with consequent loss of control of the airplane.

(f) Compliance

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

(g) Action

(1) Before further flight after the effective date of this AD, remove the four aileron control chain sprockets in the control arm and yoke assembly and inspect the sprockets to determine if a non-metallic sleeve is fitted in the sprocket bore.

(2) If a non-metallic sleeve is found fitted in any aileron control chain sprocket bore, before further flight, replace the affected aileron control chain sprocket with a part that does not have a non-metallic sleeve.

(3) As of the effective date of this AD, do not install an aileron control chain sprocket part number C446, unless it has been inspected by following paragraph (g)(1) of this AD and found to have a metallic sleeve fitted in the sprocket bore.

Note to paragraph (g): Pacific Aerospace Mandatory Service Bulletin PACSB/2C/002, Issue 1, dated September 20, 2022, contains information related to this subject.

(h) Special Flight Permits

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 . In accordance with , 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, mail it to the address identified in paragraph (j)(2) of this AD or email to: . If mailing information, also submit information by email.

(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) Additional Information

(1) Refer to Civil Aviation Authority (CAA) of New Zealand AD DCA/FBA/5, dated September 23, 2022, for related information. This CAA of New Zealand AD may be found in the AD docket at *regulations.gov* under Docket No. FAA-2022-1310.

(2) 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: .

(3) For service information identified in this AD that is not incorporated by reference, contact NZSkydive Limited, 333 Airport Road, Hamilton, New Zealand, 3282; phone: +64 7 843 6144; email: *;* website: *aerospace.co.nz.* 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.

(k) Material Incorporated by Reference

None.

Issued on October 20, 2022.

Christina Underwood,

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

[Filed 10-21-22; 11:15 am]

BILLING CODE 4910-13-P

PART 39-AIRWORTHINESS DIRECTIVES

The authority citation for part 39 continues to read as follows:

[Amended]

The FAA amends §39.13 by adding the following new airworthiness directive:

2022-23-08 Viking Air Limited (type certificate previously held by Bombardier Inc. and de Havilland, Inc.): Amendment 39-22235; Docket No. FAA-2022-1409; Project Identifier AD-2022-01396-A.

(a) Effective Date

This airworthiness directive (AD) is effective November 2, 2022.

None.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Viking Air Limited (Viking) (type certificate previously held by Bombardier Inc. and de Havilland, Inc.) Model DHC-3 airplanes, all serial numbers, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 5520, Elevator Structure.

(e) Unsafe Condition

This AD was prompted by a recent investigation of a Viking Model DHC-3 airplane where the lock ring of the stabilizer actuator was found missing. The investigation revealed that the clamp nut that attaches the top eye end and bearing assembly of the horizontal stabilizer actuator to the actuator barrel had unscrewed from the barrel. The investigation also found that the circular wire lock ring, which was designed to prevent the clamp nut from unscrewing, was not present. This condition, if not detected and corrected, could result in a reduction or loss of pitch control during flight with consequent loss of control of the airplane.

(f) Compliance

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

(g) Inspection

Within 10 hours time-in-service (TIS) after the effective date of this AD, perform a visual inspection of the stabilizer actuator to confirm that the stabilizer actuator lock ring is present, correctly seated in the groove in

the upper housing, and engaged in the clamp nut. If the stabilizer actuator lock ring is missing or not correctly installed, before further flight, repair using a method approved by the Manager, New York ACO Branch, FAA, at the address in paragraph (k) of this AD.

Note to paragraph (g): Viking Service Letter DHC3-SL-27-001, dated October 25, 2022, contains information related to this AD.

(h) Torque Seal

Before further flight after the inspection required by paragraph (g) of this AD, apply a torque seal to the clamp nut and lock ring.

(i) Reporting Requirement

Within 10 days after the inspection required by paragraph (g) of this AD or within 10 days after the effective date of this AD, whichever occurs later, report the results of the inspection to the FAA at . Include the airplane serial number, airplane hours TIS, hours TIS since last actuator overhaul (if known), and whether the lock ring was present, missing, or incorrectly installed.

(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 . In accordance with , 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, mail it to ATTN: Program Manager, Continuing Operational Safety, at the address identified in paragraph (k) of this AD or email to: . If mailing information, also submit information by email.

(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.

(3) For service information identified in this AD that is not incorporated by reference, contact Viking Air Ltd., 1959 de Havilland Way, Sidney British Columbia, Canada V8L 5V5; phone: (800) 663-8444; email: ; website: *vikingair.com*.

(k) Related Information

For more information about this AD, contact Elizabeth Dowling, Aviation Safety Engineer, New York ACO Branch, FAA, 1600 Stewart Avenue, Westbury, NY 11590; phone: (516) 228-7300; email: .

(l) Material Incorporated by Reference

None.

Issued on October 28, 2022.

Ross Landes,

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

[Filed 10-31-22; 8:45 am]

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