FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

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

BIWEEKLY 2022-24

11/07/2022 - 11/20/2022

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
Biweekly 2022-24			
2022-20-04	R 2021-26-08	Bell Textron Canada Limited	206,206A,206A-1 (OH-58A),206B,206B-1,206L,206L-1,206L-3,206L-4
2022-21-15		Diamond Aircraft Industries GmbH	DA 42,DA 42 NG,DA 42 M-NG
2022-21-51		Viking Air Limited	DHC-3
2022-22-02		Airbus Helicopters	SA-365N,SA-365N1,AS-365N2,AS-365N3,EC 155B,EC155B1
2022-22-07		Piaggio Aviation S.p.A.	P-180
2022-22-08		Bell Textron Canada Limited	206L,206L-1,206L-3,206L-4
2022-22-12		Bell Textron Inc.,Erickson 214 Holdings LLC,Leonardo S.p.a.,Rotorcraft Development Corporation,Robinson Air Crane Inc.,Tamarack Helicopters Inc.,Overseas Aircraft Support Inc.,Richards Heavylift Helo Inc.,International Helicopters Inc.,Red Tail Flying Services LLC,Southwest Florida Aviation International,WSH LLC,Smith Helicopters,West Coast Fabrications,AST Inc.,California	204B,SW204 (UH-1B),SW204HP (UH-1B),205A,205A-1,205B,210,212,412,412CF,412EP,214B,214B-1,AB412,AB412 EP,HH-1K,TH-1F,TH-1L,UH-1A,UH-1B,UH-1E,UH-1F,UH-1H,SW205 (UH-1H),UH-1L,UH-1P

SMALL AIRCRAFT

AD No.	Information	Manufacturer	Applicability
		Department of Forestry,Arrow Falcon Exporters Inc.,Global Helicopter Technology Inc.,Hagglund Helicopters LLC,JJASPP Engineering Services LLC,Northwest Rotorcraft LLC	204B,SW204 (UH-1B),SW204HP (UH-1B),205A,205A-1,205B,210,212,412,412CF,412EP,214B,214B-1,AB412,AB412 EP,HH-1K,TH-1F,TH-1L,UH-1A,UH-1B,UH-1E,UH-1F,UH-1H,SW205 (UH-1H),UH-1L,UH-1P

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

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 (AD) 2021-26-08, Amendment 39-21867 (, December 23, 2021); and

Adding the following new AD:

2022-20-04 Bell Textron Canada Limited: Amendment 39-22188; Docket No. FAA-2022-0807; Project Identifier AD-2022-00214-R.

(a) Effective Date

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

(b) Affected ADs

This AD replaces AD 2021-26-08, Amendment 39-21867 (, December 23, 2021) (AD 2021-26-08).

(c) Applicability

This AD applies to Bell Textron Canada Limited Model 206, 206A, 206A-1 (OH-58A), 206B, 206B-1, 206L, 206L-1, 206L-3, and 206L-4 helicopters, all serial numbers, certificated in any category.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 6510, Tail Rotor Drive Shaft.

(e) Unsafe Condition

This AD was prompted by reports of cracked or missing nuts installed on the tail rotor drive shaft (TRDS) disc pack (Thomas) couplings. The FAA is issuing this AD to prevent failure or loss of a nut on the TRDS Thomas couplings. The unsafe condition, if not addressed, could result in loss of the tail rotor and subsequent loss of control of the helicopter.

(f) Compliance

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

(g) Requirements

Except as specified in paragraphs (h) and (i) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, Transport Canada AD CF-2020-15, dated May 13, 2020 (Transport Canada AD CF-2020-15).

(h) Exceptions to Transport Canada AD CF-2020-15

(1) Where Transport Canada AD CF-2020-15 requires compliance in terms of air time, this AD requires using hours time-in-service (TIS).

(2) Where Transport Canada AD CF-2020-15 refers to the effective dates specified in paragraphs (h)(2)(i) and (ii) of this AD, this AD requires using the effective date of this AD.

(i) October 9, 2019 (the effective date of Transport Canada AD CF-2019-34, dated September 25, 2019).

(ii) The effective date of Transport Canada AD CF-2020-15.

(3) Where Transport Canada AD CF-2020-15 defines Group 1 helicopters as those models "that have not been modified by installing STC SH2750NM or STC SH99-202," replace "that have not been modified by installing STC SH2750NM or STC SH99-202" with "that have not been modified by installing STC SH2750NM."

(4) Where Transport Canada AD CF-2020-15 defines Group 4 helicopters as those models "that have been modified by installing STC SH2750NM or STC SH99-202," replace "that have been modified by installing STC SH2750NM or STC SH99-202" with "that have been modified by installing STC SH2750NM."

(5) Where Transport Canada AD CF-2020-15 requires compliance within 600 hours air time or 24 months, whichever occurs first, this AD requires compliance within 600 hours TIS only and does not allow a compliance time of 24 months.

(6) Where any paragraph of Transport Canada AD CF-2020-15 specifies to replace part number (P/N) MS21042 nuts with P/N NAS9926 nuts, this AD requires removing P/N MS21042 nuts from service and replacing with P/N NAS9926 nuts.

(7) Where any paragraph of any service information referenced in Transport Canada AD CF-2020-15 specifies to replace P/N MS21042L4 nuts with P/N 90-132L4 nuts, this AD requires removing P/N MS21042L4 nuts from service and replacing with P/N 90-132L4 nuts, in accordance with Air Comm Corporation Service Bulletin SB 206EC-092619, Revision NC, dated September 26, 2019 (SB 206EC-092619 Rev NC).

(8) Where any paragraph of any service information referenced in Transport Canada AD CF-2020-15 specifies to replace P/N MS21042L5 nuts with P/N 90-132L5 nuts, this AD requires removing P/N MS21042L5 nuts from service and replacing with P/N 90-132L5 nuts, in accordance with SB 206EC-092619 Rev NC.

(9) Where any paragraph of any service information referenced in Transport Canada AD CF-2020-15 specifies if any P/N MS21042L4 nuts are found loose or damaged, report at which location and provide the information to Product Support Engineering at , this AD requires if any P/N MS21042L4 nuts are found loose or damaged, before further flight, inspecting each TRDS Thomas coupling, including each bolt, nut, and washer, for any elongated holes, fretting on the fasteners, and damaged fasteners. If there is any elongated hole, fretting on the fasteners, or damaged fasteners, this AD requires before further flight, removing from service each affected part and replacing it with an airworthy part.

(i) No Reporting Requirement

Although the service information referenced in Transport Canada AD CF-2020-15 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in . 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 Matt Fuller, AD Program Manager, General Aviation & Rotorcraft Unit, Airworthiness Products Section, Operational Safety Branch, 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) Air Comm Corporation Service Bulletin SB 206EC-092619, Revision NC, dated September 26, 2019.

(ii) Transport Canada AD CF-2020-15, dated May 13, 2020.

(3) For Air Comm Corporation service information identified in this AD, contact Air Comm Corporation, 1575 West 124th Ave. #210, Westminster, CO 80234; telephone (303) 440-4075; email *;* or at *aircommcorp.com*. For Transport Canada AD CF-2020-15, contact Transport Canada, Transport Canada National Aircraft Certification, 159 Cleopatra Drive, Nepean, Ontario, K1A 0N5, CANADA; telephone 888-663-3639; email *;* internet *tc.canada.ca/en/aviation.* You may find the Transport Canada material on the Transport Canada website at *tc.canada.ca/en/aviation.*

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177. For information on the availability of this material at the FAA, call (817) 222-5110. This material may be found in the AD docket at *regulations.gov* by searching for and locating Docket No. FAA-2022-0807.

(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 September 19, 2022.

Christina Underwood,

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

[Filed 11-17-22; 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:

2022-21-15 Diamond Aircraft Industries GmbH: Amendment 39-22214; Docket No. FAA-2021-1070; Project Identifier 2020-CE-004-AD.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Diamond Aircraft Industries GmbH Model DA 42, DA 42 NG, and DA 42 M-NG airplanes, serial numbers 42.004 through 42.391, 42.394 through 42.396, 42.399 through 42.402, 42.405 through 42.416, 42.427, 42.AC001 through 42.AC135, 42.AC137 through 42.AC145, 42.AC148, 42.AC150 through 42.AC152, 42.MN001 through 42.MN034, 42.MN037 through 42MN042, 42.MN050 through 42. MN055, 42.MN057, 42.MN058, 42.MN100 through 42.MN103, 42.N001 through 42.N067, 42.N100 through 42.N250, 42.N300 through 42.N381, 42.N391, 42.NC001 through 42.NC004, and 42.NC006 through 42.NC008, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 5320, Fuselage Miscellaneous Structure.

(e) Unsafe Condition

This AD was prompted by mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as a loose rudder T-yoke axle nut. The FAA is issuing this AD to prevent movement of the T-yoke axle. The unsafe condition, if not addressed, could result in reduced control of the airplane.

(f) Compliance

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

(g) Required Actions

(1) Within 100 hours time-in-service after the effective date of this AD or 12 months after the effective date of this AD, whichever occurs first, replace rudder T-yoke axle part number (P/N) LN 9037-M6x90 with rudder T-yoke axle P/N D60-5320-00-32 in accordance with the Instructions, section III, in Diamond Aircraft Work Instruction WI-RSB 42-139 and WI-RSB 42NG-081, Revision 1, dated October 24, 2019 (issued as one document) attached to Diamond Aircraft Recommended Service Bulletin DAI RSB 42-139 and DAI RSB 42NG-081, dated October 21, 2019.

(2) As of the effective date of this AD, do not install rudder T-yoke axle P/N LN 9037-M6x90 on any airplane.

(h) Alternative Methods of Compliance (AMOCs)

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

(i) Additional Information

(1) For more information about this AD, contact Penelope Trease, Aviation Safety Engineer, General Aviation & Rotorcraft Section, International Validation Branch, FAA, 26805 E 68th Avenue, Denver, CO 80249; phone: (303) 342-1094; email: .

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2019-0302, dated December 13, 2019, for related information. This EASA AD may be found in the AD docket at *regulations.gov* under Docket No. FAA-2021-1070.

(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 and .

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

(i) Diamond Aircraft Recommended Service Bulletin DAI RSB 42-139 and DAI RSB 42NG-081, dated October 21, 2019 (issued as one document), published with DAI Work Instruction WI-RSB 42-139 and WI-RSB 42NG-081, Revision 1, dated October 24, 2019 (issued as one document) attached.

(ii) [Reserved]

(3) For service information identified in this AD, contact Diamond Aircraft Industries GmbH, N.A. Otto-Straße 5, A-2700 Wiener Neustadt, Austria; phone: +43 2622 26700; fax: +43 2622 26780; email: *;* website: *diamondaircraft.com*.

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, MO 64106. For information on the availability of this material at the FAA, call (817) 222-5110.

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

Issued on October 7, 2022.

Christina Underwood,

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

[Filed 11-8-22; 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:

2022-21-51 Viking Air Limited (type certificate previously held by Bombardier Inc. and de Havilland, Inc.): Amendment 39-22240; Docket No. FAA-2022-1420; Project Identifier AD-2022-01303-A.

(a) Effective Date

The FAA issued Emergency Airworthiness Directive (AD) 2022-21-51, on October 4, 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 December 1, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Viking Air Limited (type certificate previously held by Bombardier Inc. and de Havilland, Inc.) Model DHC-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 multiple recent reports of cracks in the left-hand elevator auxiliary spar. The FAA's analysis of these reports indicates that immediate AD action is warranted. The FAA is issuing this AD to detect and address cracks, corrosion, and previous repairs to the left-hand elevator auxiliary spar. The unsafe condition, if not addressed, could result in elevator flutter leading to elevator failure, with consequent loss of control of the airplane.

(f) Compliance

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

(g) Definition of Corrosion

The definition of Levels 1, 2, and 3 corrosion are specified in Advisory Circular 43-4B, *Corrosion Control for Aircraft,* dated September 11, 2018. You may find this document at *drs.faa.gov/search.*

(h) Inspection

(1) Within 10 hours time-in-service (TIS) or 3 days after effective date of this AD, whichever occurs first, unless already done within the last 90 days, and thereafter at intervals not to exceed 110 hours TIS, remove the left-hand elevator tab from the elevator and perform a detailed visual inspection of the entire left-hand elevator auxiliary spar for cracks, corrosion, and previous repairs. For the purposes of this AD, structural reinforcements are not considered previous repairs.

(2) If any crack, corrosion beyond Level 1, or previous repair is found during any inspection required by this AD, before further flight, replace the left-hand elevator auxiliary spar.

(i) Reporting Requirements

Within 10 days after each inspection, report the results of the inspection to the FAA at . Include the airplane serial number, airplane hours TIS, auxiliary spar TIS (if known), and any crack, corrosion beyond Level 1, or previous repair that is found.

(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 New York ACO Branch, 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.

(k) Related Information

For more information about this AD, contact James Delisio, Continued Operational Safety Program Manager, COS Program Management Section, Operational Safety Branch, FAA, 1600 Stewart Avenue, Westbury, NY 11590; phone: (516) 228-7300; email: .

(l) Material Incorporated by Reference

None.

Issued on November 4, 2022.

Christina Underwood,

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

[Filed 11-14-22; 4:15 pm]

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:

2022-22-02 Airbus Helicopters: Amendment 39-22217; Docket No. FAA-2022-0988; Project Identifier MCAI-2021-00438-R.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

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

(d) Subject

Joint Aircraft Service Component (JASC) Codes: 1100, Placards and Markings; and 5210, Passenger/Crew Doors.

(e) Unsafe Condition

This AD was prompted by reports of failure of the cockpit doors to open after ditching with inflated floats on certain helicopters equipped with an emergency flotation system (EFS). The FAA is issuing this AD to inform external rescuers that the cockpit door jettison function needs to be utilized to successfully egress incapacitated flight crew from the cockpit during an emergency when the EFS is activated. This unsafe condition, if not addressed, could result in incapacitated occupants not being able to exit the helicopter after an emergency ditching with inflated floats.

(f) Compliance

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

(g) Requirements

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2021-0101R1, dated February 25, 2022 (EASA AD 2021-0101R1) and paragraph (i) of this AD.

(h) Exceptions to EASA AD 2021-0101R1

(1) Where EASA AD 2021-0101R1 refers to effective dates “11 February 2021 [the effective date of EASA AD 2021-0041]” and “26 April 2021 [the effective date of the original issue of this AD],” this AD requires using the effective date of this AD.

(2) Where paragraph (1) of EASA AD 2021-0101R1 specifies to “inform all flight crews and, thereafter, operate the helicopter accordingly,” this AD does not require those actions.

(3) The action required by paragraph (1) of EASA AD 2021-0101R1 may be performed by the owner /operator (pilot) holding at least a private pilot certificate, and must be entered into the aircraft records showing compliance with this AD in accordance with and . The record must be maintained as required by , , or .

(4) Where paragraph (2) of EASA AD 2021-0101R1 specifies to “modify the helicopter in accordance with the instructions of Section 3 of the applicable ASB,” for this AD, replace that text with, “modify the helicopter in accordance with Section 3.B. in the Accomplishment Instructions of the applicable ASB.”

(5) Where EASA AD 2021-0101R1 refers to “ASB AS365-52.00.27” and “AH ASB AS365-52.00.27 original issue dated 17 November 2020 (including Erratum to ASB AS365-52.00.27 original issue dated 21 January 2021),” this AD requires replacing each instance of that text with “Airbus Helicopters Alert Service Bulletin No. AS365-52.00.27, Revision 1, dated June 4, 2021.”

(6) Where the service information referenced in paragraph (2) of EASA AD 2021-0101R1 specifies discarding parts, this AD requires removing those parts from service.

(7) Where the service information referenced in paragraph (2) of EASA AD 2021-0101R1 specifies to use tooling, this AD allows the use of equivalent tooling.

(8) Where the service information referenced in paragraph (2) of EASA AD 2021-0101R1 specifies parking the helicopter in a hangar or maintenance hangar, this AD does not require those actions.

(9) This AD does not mandate compliance with the “Remarks” section of EASA AD 2021-0101R1.

(i) Required Rotorcraft Flight Manual (RFM) Amendment

(1) For Group 2 helicopters as defined in EASA AD 2021-0101R1, concurrently with accomplishing the actions specified in paragraph (1) of EASA AD 2021-0101R1, revise the existing RFM for your helicopter by adding the following text at the end of section 4.1, Normal Procedures: “right and left hand Cockpit Door Jettison Handles are properly closed and secured.”

(2) The action required by paragraph (i)(1) of this AD may be performed by the owner/operator (pilot) holding at least a private pilot certificate, and must be entered into the aircraft records showing compliance with this AD in accordance with and . The record must be maintained as required by , , or .

(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) Additional Information

For more information about this AD, contact Darren Gassetto, Aerospace Engineer, COS Program Management Section, Operational Safety Branch, Compliance & Airworthiness Division, FAA, 1600 Stewart Ave., Suite 410, Westbury, NY 11590; telephone (516) 228-7323; 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) AD 2021-0101R1, dated February 25, 2022.

(ii) [Reserved]

(3) For EASA AD 2021-0101R1, 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 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 October 12, 2022.

Christina Underwood,

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

[Filed 11-15-22; 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:

2022-22-07 Piaggio Aviation S.p.A. (type certificate previously held by Piaggio Aero Industries S.p.A.): Amendment 39-22222; Docket No. FAA-2022-0599; Project Identifier MCAI-2021-00456-A.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Piaggio Aviation S.p.A. (type certificate previously held by Piaggio Aero Industries S.p. A.) (Piaggio) Model P-180 airplanes, serial number (S/N) 1174 through 1214 inclusive and S/N 1218 through 1230 inclusive, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 5330, Fuselage Main, Plate/Skin.

(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 in the bottom fuselage area of the cabin compartment due to inner and outer sides of fuselage skin panels treated with less effective primer. The FAA is issuing this AD to prevent degradation of the structural integrity of the fuselage. This condition, if not addressed, could lead to loss of control of the airplane.

(f) Compliance

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

(g) Required Actions

(1) Within 12 months after the effective date of this AD, do the applicable inspections and corrective actions on each fuselage skin panel in accordance with the Accomplishment Instructions, Part A, paragraphs (1) through (15) and (17) through (20), or Part A (Alternate Procedure), paragraphs (31) through (37), (41)

through (43), (50) through (55), and (57) through (60), in Piaggio Service Bulletin 80-0405, Revision 0, dated March 15, 2021, as corrected by Piaggio Service Bulletin 80-0405, Revision 0, Errata Corrige No. 1, dated March 24, 2021 (Piaggio SB 80-0405), except for the following:

(i) You are not required to contact the manufacturer. Instead, for any repairs, use a method approved by the FAA or the European Union Aviation Safety Agency (EASA).

(ii) Where the steps in Part A or Part A (Alternate Procedure) reference Part B, you must follow the Accomplishment Instructions, Part B, paragraphs (82) through (86), (88), and (104) of Piaggio SB 80-0405.

(2) If, as part of the corrective actions required by paragraph (g)(1) of this AD, you repaired areas of the fuselage skin but did not replace the panels, do the following:

(i) Within 60 days after completing the actions required by paragraph (g)(1) of this AD, report the inspection results, including the information specified in the Confirmation Slip attached to Piaggio SB 80-0405, to Piaggio at *;* and

(ii) Repeat the requirements of paragraph (g)(1) of this AD at intervals not to exceed 660 hours time-in-service (TIS) or 26 months, whichever occurs first.

(3) If, as part of the corrective actions required by paragraph (g)(1) of this AD, you replaced the panels, within 60 days after completing the actions required by paragraph (g)(1) of this AD, report the inspection results, including the information specified in the Confirmation Slip attached to Piaggio SB 80-0405, to Piaggio at .

(4) If, during all of the inspections required by paragraph (g)(1) of this AD, there is no corrosion and no primer inconsistencies, no further action is 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 . 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 (i)(1) 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.

(i) Related Information

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

(2) Refer to EASA AD 2021-0104, dated April 15, 2021, for more information. This EASA AD may be found in the AD docket at *regulations.gov* under Docket No. FAA-2022-0599.

(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 and .

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

(i) Piaggio Service Bulletin 80-0405, Revision 0, dated March 15, 2021.

(ii) Piaggio Service Bulletin 80-0405, Revision 0, Errata Corrige No. 1, dated March 24, 2021.

(3) For service information identified in this AD, contact Piaggio Aviation S.p.A., P180 Customer Support, via Pionieri e Aviatori d'Italia, snc-16154 Genoa, Italy; phone: +39 331 679 74 93; email: .

(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 October 20, 2022.

Christina Underwood,

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

[Filed 11-17-22; 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:

2022-22-08 Bell Textron Canada Limited (Type Certificate Previously Held by Bell Helicopter Textron Canada Limited): Amendment 39-22223; Docket No. FAA-2022-0286; Project Identifier AD-2021-01081-R.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bell Textron Canada Limited (type certificate previously held by Bell Helicopter Textron Canada Limited) Model 206L, 206L-1, 206L-3, and 206L-4 helicopters, certificated in any category, with main rotor (M/R) blade part number (P/N) 20633000-101 with serial number A007, A008, A009, or A012 through A104 inclusive, installed under Supplemental Type Certificate SR02684LA.

(d) Subject

Joint Aircraft System Component (JASC) Code: 6210, Main Rotor Blades.

(e) Unsafe Condition

This AD was prompted by reports of delamination of M/R blades. The FAA is issuing this AD to address delamination of an M/R blade initiating in the 90° plies at the lower inboard end of the weight pocket receptacle. The unsafe condition, if not addressed, could result in reduced structural integrity of the M/R blade, excessive vibration, and subsequent loss of control of the helicopter.

(f) Compliance

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

(g) Required Actions

(1) Accomplish the actions required by paragraph (g)(2) of this AD at the following compliance time, whichever occurs later:

(i) Before the M/R blade accumulates 400 total hours time-in-service (TIS) or 2,400 engine starts since initial installation on any helicopter, whichever occurs first; or

(ii) Within 100 hours TIS after the effective date of this AD.

(2) Remove each M/R blade from the helicopter, place it on a flat, stable surface, and accomplish the following:

(i) Use a permanent marker to draw rectangular inspection “Zone 1” on the upper surface of the M/R blade at M/R blade stations 185.75 and 192.75, or measured from the tip end of the M/R blade between 36.25 inches and 29.25 inches, beginning 1.2 inches from the leading edge of the M/R blade to 5.0 inches from the leading edge of the M/R blade. Draw lines from the inboard end to the outboard end to connect each end at 1.2 inches and 5.0 inches. Draw parallel lines from the inboard end of the inspection zone to the outboard end of the inspection zone, with the lines spaced 0.50 inch apart.

Note 1 to paragraph (g)(2)(i):

This note applies to paragraphs (g)(2)(i) and (ii) of this AD. Figure 4 of Van Horn Aviation, LLC, Service Bulletin Notice No. 33000-4R3, dated November 8, 2021 (SB 33000-4R3), and Van Horn Aviation, LLC, Service Bulletin Notice No. 33000-4R4, dated March 31, 2022 (SB 33000-4R4) depict “Zone 1” and “Zone 2.”

(ii) Use a permanent marker to draw rectangular inspection “Zone 2” on the lower surface of the M/R blade at M/R blade stations 185.9 and 192.9, or measured from the tip end of the M/R blade between 36.1inches and 29.1 inches, beginning from the forward edge of the weight receptacle pocket and extending 1 inch in the direction towards the leading edge of the M/R blade. Draw lines from the inboard end to the outboard end to connect each end at the weight receptacle pocket and 1 inch forward of the weight receptacle pocket. Draw parallel lines from the inboard end of the inspection zone to the outboard end of the inspection zone, with the lines spaced 0.50 inch apart.

(iii) Using composite tap hammer Abaris Training Tap Hammer P/N ABATH, HeatCon Tap Hammer P/N HCS1104-01, Brown Tool Composite Tap Hammer P/N BAT-CTH8, MATCO Tools Composite Tap Hammer P/N T4BAT-CTH8, or Van Horn Aviation Tap Hammer P/N VHACS0003, tap inspect the areas within “Zone 1” and “Zone 2” for any delamination by following Tap Inspect Balance Receptacle, paragraph A.(4) of SB 33000-4R3 or SB 33000-4R4. Where SB 33000-4R3 and SB 33000-4R4 specify to mark the location where the delamination starts, use a permanent marker.

(iv) If there are any marks where the delamination starts, connect the marks indicating the delamination location and measure the length at the farthest point from the inboard end of the inspection area.

(v) If there is any delamination in the lower surface inspection zone (“Zone 2”) that is 6.0 or more inches in length or if there is any delamination in the upper surface inspection zone (“Zone 1”), before further flight, remove the M/R blade from service.

(3) Thereafter repeat the actions required by paragraph (g)(2) of this AD at intervals not to exceed 400 hours TIS or 2,400 engine starts, whichever occurs first.

(4) If there is any delamination, within 30 days after accomplishing the actions required by paragraphs (g)(1) or (3) of this AD, report each delamination size and location, and the total hours TIS and total engine starts since initial installation of the M/R blade, to Mr. Dean Rosenlof, Van Horn Aviation, LLC, 1510 West Drake Drive, Tempe, AZ 85283, or by email to .

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Los Angeles ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in . 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 (i) 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.

(i) Related Information

For more information about this AD, contact Payman Soltani, Aerospace Engineer, Airframe Section, Los Angeles ACO Branch, Compliance & Airworthiness Division, FAA, 3960 Paramount Blvd., Lakewood, CA 90712; telephone (562) 627-5313; email .

(j) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under and .

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

(i) Van Horn Aviation, LLC, Service Bulletin Notice No. 33000-4R3, dated November 8, 2021.

(ii) Van Horn Aviation, LLC, Service Bulletin Notice No. 33000-4R4, dated March 31, 2022.

(3) For Van Horn Aviation, LLC, service information identified in this AD, contact Dean Rosenlof, Van Horn Aviation, LLC, 1510 West Drake Drive, Tempe, AZ, 85283, United States; phone: (480) 483-4202; email: .

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

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

Issued on October 21, 2022.

Christina Underwood,

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

[Filed 11-17-22; 8:45 am]

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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:

2022-22-12 Bell Textron Inc., Erickson 214 Holdings, LLC, Leonardo S.p.a., and Various Restricted Category Helicopters: Amendment 39-22227; Docket No. FAA-2022-1402; Project Identifier MCAI-2022-01094-R.

(a) Effective Date

This airworthiness directive (AD) is effective November 22, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the helicopters identified in paragraphs (c)(1) through (4) of this AD with a Dart Aerospace Ltd. high gear forward crosstube part number (P/N) D212- 664-101 or P/N D212-664-101B installed under Supplemental Type Certificate No. SR01298NY:

(1) Bell Textron Inc., Model 204B, 205A, 205A-1, 205B, 210, 212, 412, 412CF, and 412EP helicopters, certificated in any category;

(2) Erickson 214 Holdings, LLC, Model 214B and 214B-1 helicopters, certificated in any category;

(3) Leonardo S.p.a. Model AB412 and AB412 EP helicopters, certificated in any category; and

(4) Various restricted category helicopters:

(i) Model HH-1K helicopters; current type certificate holders include, but are not limited to, Rotorcraft Development Corporation;

(ii) Model TH-1F helicopters; current type certificate holders include, but are not limited to, Robinson Air Crane Inc.; Rotorcraft Development Corporation; and Tamarack Helicopters, Inc.;

(iii) Model TH-1L helicopters; current type certificate holders include, but are not limited to, Bell Textron Inc.; Overseas Aircraft Support, Inc.; and Rotorcraft Development Corporation;

(iv) Model UH-1A helicopters; current type certificate holders include, but are not limited to, Richards Heavylift Helo, Inc.;

(v) Model UH-1B helicopters; current type certificate holders include, but are not limited to, International Helicopters, Inc.; Overseas Aircraft Support, Inc.; Red Tail Flying Services, LLC; Richards Heavylift Helo, Inc.; Rotorcraft Development Corporation; Southwest Florida Aviation International, Inc.; and WSH, LLC (type certificate previously held by San Joaquin Helicopters);

Note 1 to paragraph (c)(4)(v):

Helicopters with an SW204 or SW204HP designation are Southwest Florida Aviation International, Inc., Model UH-1B helicopters.

(vi) Model UH-1E helicopters; current type certificate holders include, but are not limited to, Bell Textron Inc.; Overseas Aircraft Support, Inc.; Rotorcraft Development Corporation; Smith Helicopters; and West Coast Fabrications;

(vii) Model UH-1F helicopters; current type certificate holders include, but are not limited to, AST, Inc.; California Department of Forestry; Robinson Air Crane, Inc.; Rotorcraft Development Corporation; and Tamarack Helicopters, Inc.;

(viii) Model UH-1H helicopters; current type certificate holders include, but are not limited to, Arrow Falcon Exporters, Inc.; Global Helicopter Technology, Inc.; Hagglund Helicopters, LLC; JJASPP Engineering Services LLC; Northwest Rotorcraft, LLC; Overseas Aircraft Support, Inc.; Richards Heavylift Helo, Inc.; Rotorcraft Development Corporation; Southwest Florida Aviation International, Inc.; and Tamarack Helicopters, Inc.;

Note 2 to paragraph (c)(4)(viii):

Helicopters with an SW205 designation are Southwest Florida Aviation International, Inc., Model UH-1H helicopters.

(ix) Model UH-1L helicopters; current type certificate holders include, but are not limited to, Bell Textron Inc.; Overseas Aircraft Support, Inc.; and Rotorcraft Development Corporation; and

(x) Model UH-1P helicopters; current type certificate holders include, but are not limited to, Robinson Air Crane, Inc.; and Rotorcraft Development Corporation.

(d) Subject

Joint Aircraft System Component (JASC) Code: 3222, Nose/Tail Landing Gear Structure/Axle.

(e) Unsafe Condition

This AD was prompted by reports of two in-service failures of forward crosstubes due to fatigue damage and the issuance of newly established life limits. The FAA is issuing this AD to prevent failure of a forward crosstube, which could result in collapse of the landing gear and subsequent loss of control of the helicopter during landing.

(f) Compliance

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

(g) Requirements

(1) Before further flight after the effective date of this AD, accomplish the actions in paragraph (g)(1)(i) and (ii) of this AD.

(i) Determine the total number of landings on the forward crosstube. For the purposes of this AD, a landing is counted anytime a helicopter contacts the ground regardless of the duration of the landing and regardless of whether the engine is shutdown. If the total number of landings cannot be determined, calculate the total number of landings by multiplying the total hours time-in-service on the forward crosstube by 10.

(ii) For a forward crosstube that has accumulated 20,000 or more total landings or if the total number of landings of a forward crosstube cannot be calculated as required in paragraph (g)(1)(i) of this AD, before further flight, remove the forward crosstube from service.

(2) Within 30 days after the effective date of this AD, incorporate into maintenance records required by or , as applicable for your helicopter, the requirements (airworthiness limitations) specified in Chapter 4-Airworthiness Limitations (04-00-00), approved March 23, 2022, of Dart Aerospace Ltd., Instructions for Continued Airworthiness, ICA-D212-664, Crosstube Installation, Revision 12, dated September 30, 2021.

(h) Provisions for Alternative Requirements (Airworthiness Limitations)

After the actions required by this paragraph (g)(2) of this AD have been done, no alternative actions and associated thresholds and intervals, including life limits, may be used unless the actions or intervals are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (i)(1) of this AD.

(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) 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

For more information about this AD, contact Elizabeth Dowling, Aerospace Engineer, COS Program Management Section, Operational Safety Branch, Compliance & Airworthiness Division, FAA, 1600 Stewart Ave., Suite 410, Westbury, NY 11590; telephone (516) 228-7300; email .

(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) Chapter 4-Airworthiness Limitations (04-00-00), approved March 23, 2022, of Dart Aerospace Ltd., Instructions for Continued Airworthiness, ICA-D212-664, Crosstube Installation, Revision 12, dated September 30, 2021.

(ii) [Reserved]

(3) For service information identified in this AD, contact Dart Aerospace Ltd. 1270 Aberdeen Street Hawkesbury, ON, K6A 1K7 Canada; telephone 1 613 632 5200; email *;* internet dartaerospace.com.

(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 October 21, 2022.

Christina Underwood,

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

[Filed 11-3-22; 4:15 pm]

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