FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

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

BIWEEKLY 2022-25

11/21/2022 - 12/04/2022

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

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

		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
Biweekly 2022-25			
2022-20-14		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-1,205B,210,212,412,412CF,412EP,HH-1K,SW205A-1,TH-1F,TH-1L,UH-1A,UH-1B,SW204 (UH-1B),SW204HP (UH-1B),UH-1E,UH-1F,UH-1H,SW205 (UH-1H),UH-1L,UH-1P
2022-23-02	R 99-23-18 R 2005-03-07 R 2013-12-07 R 2014-04-07	Bell Textron Canada Limited	407
2022-23-05		Airbus Helicopters	AS332C,AS332C1,AS332L,AS332L1,AS332L2
2022-23-06		Airbus Helicopters	SA330J
2022-24-04	R 2022-07-05	N/A	N/A
2022-24-07	R 77-04-06 R 2002-13-06 R 2016-25-14 R 2021-10-14	Airbus Helicopters Deutschland GmbH	BO-105A,BO-105C,BO-105S,BO-105LS A-1,BO-105LS A-3
2022-24-08		Bell Textron Canada Limited	505
2022-24-12	R 2020-23-05	Airbus Helicopters	EC225LP

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:

2022-20-14 Bell Textron Inc., and Various Restricted Category Helicopters: Amendment 39-22198; Docket No. FAA-2022-0460; Project Identifier AD-2021-00824-R.

(a) Effective Date

This airworthiness directive (AD) is effective December 27, 2022.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the following:

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

(2) Various restricted category helicopters:

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

(ii) Southwest Florida Aviation International, Inc., Model SW205A-1 helicopters;

(iii) 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.;

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

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

(vi) 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)(2)(vi):

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

(vii) 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;

(viii) 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.;

(ix) 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)(2)(ix):

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

(x) 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

(xi) 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 6320, Main Rotor Gearbox.

(e) Unsafe Condition

This AD was prompted by reports of cracks found in the main transmission support case possibly due to corrosion. The FAA is issuing this AD to detect and address corrosion and other mechanical damage of the main transmission support case assembly. The unsafe condition, if not addressed, could result in cracking at the upper or lower surfaces of the lateral mounts, loss of load carrying capabilities of the main transmission, 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) Within 3,000 hours time-in-service (TIS) accumulated by the main transmission after the effective date of this AD, and thereafter at intervals not to exceed 3,000 hours TIS accumulated by the main transmission, remove the screws and washers from the upper and lower surfaces of the main transmission support case lateral mounts and accomplish the following:

(i) Visually inspect each screw for corrosion and thread damage. If there is any corrosion or thread damage, before further flight, remove the screw from service.

(ii) Visually inspect each upper and lower washer for corrosion and pitting.

(A) If there is any corrosion or pitting that exceeds 10% of any surface or is deeper than 0.01 inch (0.3 mm), before further fight, remove the washer from service.

(B) If there is any corrosion or pitting that is 10% or less of any surface or has a depth of 0.01 inch (0.3 mm) or less, before further flight, remove the washer from service or repair the washer in accordance with FAA-acceptable methods.

(iii) Visually inspect each installed bushing for corrosion and pitting.

(A) If there is any corrosion or pitting inside the bushing bore that exceeds 10% of the surface or is deeper than 0.005 inch (0.13 mm), or if there is any corrosion or pitting on the bushing flange or chamfer that exceeds 10% of the surface or is deeper than 0.01 inch (0.3 mm), before further fight, remove the bushing from service.

(B) If there is any corrosion or pitting inside the bushing bore that is 10% or less of the surface or has a depth of 0.005 inch (0.13 mm) or less, or if there is any corrosion or pitting on the bushing flange or chamfer that is 10% or less of the surface or has a depth of 0.01 inch (0.3 mm) or less, before further fight, remove the bushing from service or repair the bushing in accordance with FAA-acceptable methods.

(iv) Visually inspect each upper and lower main transmission support case lateral mount machined surface adjacent to each washer and each lateral mount threaded screw hole for corrosion and mechanical damage. For the purposes of this AD, mechanical damage may be indicated by a crack or pitting.

(A) Before further flight, remove the main transmission support case assembly from service if any of the following exist:

(*1*) The depth of any pitting exceeds 0.03 inch (0.8 mm),

(*2*) The area of pitting for each pad surface exceeds 0.75 square inch (483.87 square mm) or exceeds 50% of any 0.50 inch (12.7 mm) diameter, or

(*3*) Any mechanical damage to the threaded holes (8-32 NC-2B x 0.62 deep) exceeds 1 thread depth.

(B) Before further flight, remove the main transmission support case assembly from service or repair the main transmission support case assembly in accordance with FAA-acceptable methods, if any of the following exist:

(*1*) The depth of any pitting is 0.03 inch (0.8 mm) or less.

(*2*) The area of pitting for each pad surface is 0.75 square inch (483.87 square mm) or less, or 50% or less of any 0.50 inch (12.7 mm) diameter, or

(*3*) Any mechanical damage to the threaded holes (8-32 NC-2B x 0.62 deep) has a depth of 1 thread or less.

(2) Fluorescent penetrant inspect (FPI) all surfaces of the main transmission support case lateral mounts for a crack at the compliance times identified in paragraph (g)(2)(i) or (ii) of this AD.

(i) For helicopters with a main transmission that has accumulated 6,000 or more total hours TIS, within 300 hours TIS after the effective date of this AD, unless already done within the last 6,000 hours TIS.

(ii) For helicopters with a main transmission that has accumulated less than 6,000 total hours TIS, before accumulating 6,300 total hours TIS on the main transmission.

(iii) If there is any crack, before further flight, remove the main transmission support case assembly from service.

(3) Thereafter following paragraph (g)(2) of this AD, at intervals not to exceed 6,000 hours TIS accumulated by the main transmission, FPI all surfaces of the main transmission support case lateral mounts for a crack. If there is any crack, before further flight, remove the main transmission support case assembly from service.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, DSCO 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 Hye Yoon Jang, Aerospace Engineer, Delegation Oversight Section, DSCO Branch, Compliance & Airworthiness Division, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5190; email .

(j) Material Incorporated by Reference

None.

Issued on September 22, 2022.

Christina Underwood,

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

[Filed 11-18-22; 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 99-23-18, Amendment 39-11414 (, November 15, 1999); Airworthiness Directive 2005-03-07, Amendment 39-13963 (, February 10, 2005); Airworthiness Directive 2013-12-07, Amendment 39-17485 (, June 27, 2013); and Airworthiness Directive 2014-04-07, Amendment 39-17766 (, June 23, 2014); and

Adding the following new airworthiness directive:

2022-23-02 Bell Textron Canada Limited (Type Certificate Previously Held by Bell Helicopter Textron Canada Limited): Amendment 39-22229; Docket No. FAA-2022-0992; Project Identifier MCAI-2022-00173-R.

(a) Effective Date

This airworthiness directive (AD) is effective January 3, 2023.

(b) Affected ADs

This AD replaces the ADs specified in paragraphs (b)(1) through (4) of this AD.

(1) AD 99-23-18, Amendment 39-11414 (, November 15, 1999).

(2) AD 2005-03-07, Amendment 39-13963 (, February 10, 2005).

(3) AD 2013-12-07, Amendment 39-17485 (, June 27, 2013).

(4) AD 2014-04-07, Amendment 39-17766 (, June 23, 2014).

Note 1 to paragraph (b):

The requirements of this AD capture the latest tasks and life limits required to prevent the unsafe conditions addressed by the ADs that are identified in paragraphs (b)(1) through (4) of this AD.

(c) Applicability

This AD applies to all Bell Textron Canada Limited (type certificate previously held by Bell Helicopter Textron Canada Limited) Model 407 helicopters, certificated in any category.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 5300, Fuselage Structure.

(e) Unsafe Condition

This AD was prompted by a report of a crack on the tailboom lower skin due to fatigue damage and the issuance of new and more restrictive airworthiness limitations. The FAA is issuing this AD to prevent failure of a part, which could result in loss of control of the helicopter.

(f) Compliance

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

(g) Required Actions

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 Bell BHT-407-MPI, Chapter 04, Airworthiness Limitations Schedule, Issue 3, dated June 21, 2021, of Bell Model 407 Maintenance Planning Information, PMC-407-97499-01000-00, Issue No. 005, dated July 6, 2022.

(h) Provisions for Alternative Requirements (Airworthiness Limitations)

After the actions required by paragraph (g) of this AD have been done, no alternative requirements (airworthiness limitations) are allowed unless they are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (j)(1) of this AD.

(i) Special Flight Permits

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)(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.

(k) 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) The subject of this AD is addressed in Transport Canada AD CF-2021-34, dated October 22, 2021. You may view the Transport Canada AD on the internet at *regulations.gov* in Docket No. FAA-2022-0992.

(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 the AD specifies otherwise.

(i) Bell BHT-407-MPI, Chapter 04, Airworthiness Limitations Schedule, Issue 3, dated June 21, 2021, of Bell Model 407 Maintenance Planning Information, PMC-407-97499-01000-00, Issue No. 005, dated July 6, 2022.

(ii) [Reserved]

(3) For Bell Textron Canada Limited 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 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 27, 2022.

Christina Underwood,

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

[Filed 11-28-22; 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:

2022-23-05 Airbus Helicopters: Amendment 39-22232; Docket No. FAA-2022-0808; Project Identifier MCAI-2022-00100-R.

(a) Effective Date

This airworthiness directive (AD) is effective January 3, 2023.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Helicopters Model AS332C, AS332C1, AS332L, AS332L1, and AS332L2 helicopters, certificated in any category, with a front upper hoist attachment fitting manufacturer part number (MP/N) 332A87-1116-21, rear upper hoist attachment fitting MP/N 332A87-1117-20, or lower hoist attachment fitting MP/N 332A87-1176-20, installed.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 2500, Cabin Equipment/Furnishings.

(e) Unsafe Condition

This AD was prompted by reports of a crack on the front upper hoist attachment fitting. The FAA is issuing this AD to detect and address this unsafe condition, which could affect the structural integrity of a hoist attachment fitting, possibly leading to an in-flight detachment of the hoist support, and consequent damage to the helicopter or injury to a person being lifted.

(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 2022-0016-E, dated January 26, 2022 (EASA AD 2022-0016-E).

(h) Exceptions to EASA AD 2022-0016-E

(1) Where EASA AD 2022-0016-E refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2022-0016-E requires a compliance time of before next hoist operation or within 30 days, whichever occurs first after the effective date of EASA AD 2022-0016-E, this AD requires a compliance time of within 30 hours time-in-service or within 30 days, whichever occurs first after the effective date of this AD.

(3) Where the service information referenced in EASA AD 2022-0016-E specifies discarding parts, this AD requires removing those parts from service.

(4) Where EASA AD 2022-0016-E specifies replacing parts and the service information referenced in EASA AD 2022-0016-E specifies returning parts to the manufacturer, this AD requires removing those parts from service.

(5) Where the service information referenced in EASA AD 2022-0016-E specifies reporting inspection results to Airbus Helicopters immediately after each inspection, this AD requires reporting inspection results at the following compliance times:

(i) If there is not a crack, within 30 days after the inspection.

(ii) If there is a crack, before the next hoist operation.

(6) Where the service information referenced in EASA AD 2022-0016-E specifies to perform a dye penetrant inspection “if you are not sure,” this AD does not require a dye penetrant inspection.

(7) This AD does not mandate compliance with the “Remarks” section of EASA AD 2022-0016-E.

(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) Additional Information

For more information about this AD, contact Kristin Bradley, COS Program Manager, COS Program Management Section, Operational Safety Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone: (817) 222-5110; 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) European Union Aviation Safety Agency (EASA) Emergency AD 2022-0016-E, dated January 26, 2022.

(ii) [Reserved]

(3) For EASA Emergency AD 2022-0016-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 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 27, 2022.

Christina Underwood,

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

[Filed 11-28-22; 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:

2022-23-06 Airbus Helicopters: Amendment 39-22233; Docket No. FAA-2022-0881; Project Identifier MCAI-2022-00424-R.

(a) Effective Date

This airworthiness directive (AD) is effective January 6, 2023.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Helicopters Model SA330J helicopters, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2022-0056, dated March 24, 2022 (EASA AD 2022-0056).

(d) Subject

Joint Aircraft Service Component (JASC) Code: 6700, Rotorcraft Flight Control.

(e) Unsafe Condition

This AD was prompted by a report of restricted movement of the collective lever caused by incidental contact of the secondary stop cover due to a loosened rivet. The FAA is issuing this AD to address the restricted movement of the collective lever. The unsafe condition, if not addressed, could result in reduced control of the helicopter, potentially resulting in damage to the helicopter and injury to occupants.

(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, EASA AD 2022-0056.

(h) Exceptions to EASA AD 2022-0056

(1) Where EASA AD 2022-0056 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(2) Where EASA AD 2022-0056 refers to its effective date, this AD requires using the effective date of this AD.

(3) Where the service information referenced in EASA AD 2022-0056 specifies discarding parts, this AD requires removing those parts from service.

(4) This AD does not mandate compliance with the “Remarks” section of EASA AD 2022-0056.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2022-0056 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) Additional Information

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

(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 2022-0056, dated March 24, 2022.

(ii) [Reserved]

(3) For EASA AD 2022-0056, 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 28, 2022.

Christina Underwood,

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

[Filed 12-1-22; 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 2022-07-05, Amendment 39-21992 (, dated March 21, 2022); and

Adding the following new airworthiness directive:

2022-24-04 MarS A.S.: Amendment 39-22244; Docket No. FAA-2022-1476; Project Identifier MCAI-2022-00508-Q.

(a) Effective Date

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

(b) Affected ADs

This AD replaces AD 2022-07-05, Amendment 39-21992 (, dated March 21, 2022).

(c) Applicability

This AD applies to MarS A.S. ATL-88/90-1B (commercially known as ATL-15 SL) emergency parachutes part number (P/N) 09994, P/N 09995, and P/N 09996 (no dash number) that meet either of the criterion in paragraph (c)(1) or (2) of this AD:

(1) The parachute has a date of manufacture of January 1, 2016, or later; or

(2) The date of manufacture of the parachute is unknown.

(d) Subject

Joint Aircraft System Component (JASC) Code 2563, Parachute.

(e) Unsafe Condition

This AD results from 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 the length of the ripcord between the pins being too long, which could cause a malfunction of the emergency parachute. The unsafe condition, if not addressed, could result in failure of the emergency parachute to deploy when needed.

(f) Compliance

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

(g) Actions

As of the effective date of this AD, modify and re-identify each emergency parachute in accordance with the Service Bulletin Procedure, paragraph 7.b., of MarS a.s. Service Bulletin No. 01/04/2022, Rev. C, dated April 8, 2022.

(h) Special Flight Permit

Special flight permits are prohibited.

(i) Alternative Methods of Compliance (AMOCs)

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 (j)(2) of this AD and email to: . If mailing information, also submit information by email. 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 European Union Aviation Safety Agency (EASA) AD 2022-0029R1, dated April 11, 2022, for related information. This EASA AD may be found in the AD docket at *regulations.gov* under Docket No. FAA-2022-1476.

(2) For more information about this AD, contact Kevin Kung, Aviation Safety Engineer, Boston ACO Branch, Compliance & Airworthiness Division, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238-7244; 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) MarS a.s. Service Bulletin No. 01/04/2022, Rev. C, dated April 8, 2022.

(ii) [Reserved]

(3) For service information identified in this AD, contact MarS a.s., Okružní II 239, 569 43 Jevíko, Czech Republic; phone: +420 461 353 841; email: *;* website: *marsjev.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 November 9, 2022.

Christina Underwood,

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

Footnotes

1. Public Law 75-706; 52 Stat. 973.

2. Public Law 85-726; 72 Stat. 737.

3. Act of Jan. 25, 1994, Public Law 103-272; 108 Stat. 745.

4. See, for example, Clarification of Parachute Packing Authorization (, June 3, 2010). See also Parachute Jumping (, Nov. 27, 1962), in which the FAA cited Sec. 601 of the Federal Aviation Act of 1958 as its authority. Sec. 601 was later re-designated as .

5. Parachute Rigger Handbook, FAA-H-8083-17A, Ch. 1, pp. 1-8 to 1-9 (Change 1, Dec. 2015). A copy of this document can be found at: .

[Filed 12-1-22; 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 77-04-06, Amendment 39-2835 (, February 17, 1977; amended , August 9, 1979); Airworthiness Directive 2002-13-06, Amendment 39-12794 (, June 28, 2002); Airworthiness Directive 2016-25-14, Amendment 39-18740 (, December 27, 2016); and Airworthiness Directive 2021-10-14, Amendment 39-21547 (, May 20, 2021); and

Adding the following new airworthiness directive:

2022-24-07 Airbus Helicopters Deutschland GmbH (AHD) (Type Certificates previously held by Messerschmitt-Bolkow-Blohm (MBB), and Eurocopter Deutschland GmbH (ECD)): Amendment 39-22247; Docket No. FAA-2022-1070; Project Identifier MCAI-2021-00686-R.

(a) Effective Date

This airworthiness directive (AD) is effective January 6, 2023.

(b) Affected ADs

This AD replaces the ADs specified in paragraphs (b)(1) through (4) of this AD.

(1) AD 77-04-06, Amendment 39-2835 (, February 17, 1977; amended , August 9, 1979).

(2) AD 2002-13-06, Amendment 39-12794 (, June 28, 2002).

(3) AD 2016-25-14, Amendment 39-18740 (, December 27, 2016).

(4) AD 2021-10-14, Amendment 39-21547 (, May 20, 2021).

Note 1 to paragraph (b): The requirements of this AD capture the latest tasks and life limits required to prevent the unsafe conditions addressed by the ADs that are identified in paragraphs (b)(1) through (4) of this AD.

(c) Applicability

This AD applies to all Airbus Helicopters Deutschland GmbH (AHD) (type certificates previously held by Messerschmitt-Bolkow-Blohm (MBB), and Eurocopter Deutschland GmbH (ECD)) Model BO-105A, BO-105C, BO-105S, BO-105LS A-1, and BO-105LS A-3 helicopters, including BO-105LS A-3 helicopters modified in accordance with Supplemental Type Certificate SR00043RD, certificated in any category.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 6300, Main Rotor Drive System.

(e) Unsafe Condition

This AD was prompted by new and more restrictive airworthiness limitations. The FAA is issuing this AD to address the failure of certain parts, which could result in the loss of control of the helicopter.

(f) Compliance

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

(g) Required Actions

(1) Within 30 days after the effective date of this AD, incorporate into maintenance records required by or , as applicable for your model and configuration helicopter, the requirements (airworthiness limitations) specified in paragraphs (1.1), (1.2), and (1.3), and the Definitions section, of European Union Aviation Safety Agency (EASA) AD 2021-0142, dated June 17, 2021 (EASA AD 2021-0142). Where paragraphs (1.2) and (1.3) of EASA AD 2021-0142 refer to its effective date, this AD requires using the effective date of this AD.

(2) As of the effective date of this AD, comply with the parts installation prohibition specified in paragraph (2) of EASA AD 2021-0142.

(h) Provisions for Alternative Requirements (Airworthiness Limitations)

After the actions required by paragraph (g)(1) of this AD have been done, no alternative requirements (airworthiness limitations) are allowed unless they are approved as specified in the provisions of the “Ref. Publications” section of EASA AD 2021-0142.

(i) Special Flight Permit

Special flight permits, as described in and , are prohibited.

(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, COS Program Manager, COS Program Management Section, Operational Safety Branch, Compliance & Airworthiness Division, FAA, 10101 Hillwood Parkway, 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) AD 2021-0142, dated June 17, 2021.

(ii) [Reserved]

(3) For EASA AD 2021-0142, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email , You may find this EASA AD 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 November 10, 2022.

Christina Underwood,

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

[Filed 12-1-22; 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:

2022-24-08 Bell Textron Canada Limited: Amendment 39-22248; Docket No. FAA-2022-1481; Project Identifier MCAI-2022-01442-R.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bell Textron Canada Limited Model 505 helicopters serial numbers 65011 through 65412 inclusive, 65414 through 65416 inclusive, 65419 through 65426 inclusive, 65428, 65430, and 65431, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code: 6710, Main Rotor Control.

(e) Unsafe Condition

This AD was prompted by the discovery of a potential fouling condition between the rotating swashplate outer ring and the non-rotating collective lever. The FAA is issuing this AD to address improper clearances in the collective control system installation. The unsafe condition, if not addressed, could result in loss of control of the helicopter.

(f) Compliance

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

(g) Requirements

(1) Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, Transport Canada Emergency AD CF-2022-62, dated November 9, 2022 (Transport Canada Emergency AD CF-2022-62).

(2) If any of the minimum clearance parameters are not met as a result of the actions required by paragraph A. of Transport Canada Emergency AD CF-2022-62, within 10 days after completing the actions required by paragraph A. of Transport Canada Emergency AD CF-2022-62, report the information identified in paragraphs (g)(2)(i) and (ii) of this AD by email to .

(i) In the subject line of the email: The helicopter serial number and “ASB 505-22-33.”

(ii) In the body of the email: Total hours time-in-service of the helicopter, and identify each clearance parameter that did not meet its minimum tolerance and the dimension of its measured parameter.

(h) Exceptions to Transport Canada Emergency AD CF-2022-62

(1) Where Transport Canada Emergency AD CF-2022-62 requires compliance in terms of air time, this AD requires using hours time-in-service.

(2) Where Transport Canada Emergency AD CF-2022-62 refers to its effective date, this AD requires using the effective date of this AD.

(3) Where paragraph A. of Transport Canada Emergency AD CF-2022-62 requires a “check,” this AD requires an inspection.

(i) Special Flight Permit

A special flight permit may be issued in accordance with and , provided that there are no known out of tolerance minimum clearance parameters.

(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, 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) Transport Canada Emergency AD CF-2022-62, dated November 9, 2022.

(ii) [Reserved]

(3) For Transport Canada Emergency AD CF-2022-62, 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.

(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 November 10, 2022.

Christina Underwood,

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

[Filed 11-17-22; 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:

Removing Airworthiness Directive 2020-23-05, Amendment 39-21321 (, November 19, 2020); and

Adding the following new airworthiness directive:

2022-24-12 Airbus Helicopters: Amendment 39-22252; Docket No. FAA-2022-0015; Project Identifier AD-2021-00832-R.

(a) Effective Date

This airworthiness directive (AD) is effective January 6, 2023.

(b) Affected ADs

This AD replaces AD 2020-23-05, Amendment 39-21321 (, November 19, 2020).

(c) Applicability

This AD applies to Airbus Helicopters Model EC225LP helicopters, certificated in any category, with a main rotor (M/R) rotating swashplate (swashplate) part number (P/N) 332A31-3074-00 or P/N 332A31-3074-01 installed.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 6230, Main Rotor Mast/Swashplate.

(e) Unsafe Condition

This AD was prompted by results of testing, which determined that a crack could develop in a swashplate control rod attachment yoke (yoke), and the notification of a new life limit for certain swashplates. The FAA is issuing this AD to detect and correct a crack in a yoke. The unsafe condition, if not addressed, could result in failure of the yoke, loss of M/R control, 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

Before further flight, review Appendix 4.A. of Airbus Helicopters Emergency Alert Service Bulletin (EASB) No. 05A051, Revision 4, dated February 28, 2022 (EASB 05A051 Rev 4) to determine the date of manufacture of the swashplate.

(1) If the swashplate has accumulated 13 or more years since the date of manufacture, remove the swashplate from service.

(2) If the swashplate has accumulated less than 13 years since the date of manufacture, create a component history card or equivalent record indicating a life limit of 13 years since the date of manufacture. Thereafter, continue to record the life limit of the swashplate on its component history card or equivalent record and remove any swashplate from service before accumulating 13 years since the date of manufacture.

(3) For each swashplate that has accumulated 7 or more years, but less than 13 years, since the date of manufacture, within 15 hours time-in-service (TIS) or 7 days, whichever occurs first after the effective date of this AD, and thereafter at intervals not to exceed 15 hours TIS or 7 days, whichever occurs first, until the swashplate accumulates 13 years since the date of manufacture, visually inspect each yoke for a crack, paying particular attention to the areas shown in Details B, C, and D of Figure 1 of EASB 05A051 Rev 4. If there is any crack on the yoke, before further flight, remove the swashplate from service.

(i) If no cracks are visually detected, before further flight, visually inspect for a scratch and surface degradation on the yoke.

(ii) If there is any scratch or surface degradation on the yoke, before further flight, perform a dye penetrant inspection of the yoke for a crack.

(iii) If there is any crack on the yoke, before further flight, remove the swashplate from service.

(4) For each swashplate that has accumulated 7 or more years, but less than 13 years, since the date of manufacture, within 100 hours TIS after the effective date of this AD:

(i) Remove the grease from areas (E), (F), (G), (H), (J), and (K) of each yoke as shown in Details B, C, and D of Figure 1 of EASB 05A051 Rev 4. Using a plastic spatula, strip areas (E), (F), (G), (H), (J), and (K) of each yoke as shown in Details B, C, and D of Figure 1 of EASB 05A051 Rev 4. Do not use a metal tool to strip any area of a yoke.

(ii) Inspect areas (E), (F), (G), (H), (J), and (K) of each yoke as shown in Details B, C, and D of Figure 1 of EASB 05A051 Rev 4 for corrosion, pitting, and loss of material.

(A) If there is any corrosion less than 0.0078 in. (0.2 mm), before further flight, remove the corrosion and apply varnish (Vernelec 43022 or equivalent) to the surface of areas (E), (F), (G), (H), (J), and (K).

(B) If there is any pitting or loss of material of less than 0.0078 in. (0.2 mm), before further flight, remove the damage by sanding with sandpaper 200/400 or 330.

(C) If there is any corrosion, pitting, or loss of material of 0.0078 in. (0.2 mm) or greater, before further flight, remove the swashplate from service.

(iii) Visually inspect each yoke for a crack, paying particular attention to the areas shown in Details B, C, and D of Figure 1 of EASB 05A051 Rev 4.

(A) If there is any crack on the yoke, before further flight, remove the swashplate from service.

(B) If no cracks are visually detected, before further flight, perform the actions as required in paragraphs (g)(3)(i) through (iii) of this AD.

(h) Credit for Previous Actions

If you performed the actions in paragraph (g)(4) of this AD before the effective date of this AD using Airbus Helicopters EASB No. 05A051, Revision 1, dated November 16, 2017; Airbus Helicopters EASB No. 05A051, Revision 2, dated February 26, 2019; or Airbus Helicopters EASB No. 05A051 Revision 3, dated December 7, 2021, you have met the requirements of paragraph (g)(4) of this AD.

(i) Special Flight Permits

Special flight permits are prohibited.

(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)(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.

(k) Related Information

(1) For more information about this AD, contact Hal Jensen, Aerospace Engineer, Operational Safety Branch, Compliance & Airworthiness Division, FAA, 950 L'Enfant Plaza N SW, Washington, DC 20024; phone: (202) 267-9167; email: .

(2) Airbus Helicopters Emergency Alert Service Bulletin (EASB) No. 05A051, Revision 1, dated November 16, 2017; Airbus Helicopters EASB No. 05A051, Revision 2, dated February 26, 2019; and Airbus Helicopters EASB No. 05A051 Revision 3, dated December 7, 2021, 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 (l)(3) and (4) of this AD.

(3) The subject of this AD is addressed in European Union Aviation Safety Agency (EASA) AD 2019-0074R1, dated March 8, 2022. You may view the EASA AD at *regulations.gov* under Docket No. FAA-2022-0015.

(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 the AD specifies otherwise.

(i) Airbus Helicopters Emergency Alert Service Bulletin No. 05A051, Revision 4, dated February 28, 2022.

Note 1 to paragraph (l)(2)(i): Airbus Helicopters Emergency Alert Service Bulletin No. 05A051, Revision 4, dated February 28, 2022, is co-published as one document along with Airbus Helicopters Emergency Alert Service Bulletin No. 05A046, Revision 4, dated February 28, 2022, which is not incorporated by reference in this AD.

(ii) [Reserved]

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

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

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

Issued on November 16, 2022.

Christina Underwood,

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

[Filed 12-1-22; 8:45 am]

BILLING CODE 4910-13-P