FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

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

BIWEEKLY 2023-05

02/13/2023 - 02/26/2023

Federal Aviation Administration
Continued Operational Safety Policy Section, AIR-141
P.O. Box 25082
Oklahoma City, OK 73125-0460

CHANGE OF ADDRESS NOTICE

Any change of address regarding the biweekly service must include the mailing label from a recent issue or your name and address printed exactly as they appear on the mailing label (including the computer number above the address).

Please allow one month for an address change.

MAIL YOUR ADDRESS CHANGE TO:

Superintendent of Documents
Government Printing Office
Mail List Branch SSOM
Washington, DC 20402

Telephone: (202) 512-1806
Facsimile: (202) 512-2250

SMALL AIRCRAFT

AD No.	Information	Manufacturer	Applicability

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

Biweekly 2023-01

2022-26-01		GE Aviation Czech s.r.o.	M601D-11,M601E-11,M601E-11A,M601E-11AS,M601E-11S,M601F,H75-100,H75-200,H80,H80-100,H80-200,H85-100,H85-200
2022-27-03		Leonardo S.p.a.	AB139,AW139
2022-27-08		Bell Textron Canada Limited	407

Biweekly 2023-02

2022-27-09		Airbus Helicopters	EC130T2
2023-01-02		Leonardo S.p.a.	A109,A109A,A109A II,A109C,A109E,A109K2,A109S,AW109SP

Biweekly 2023-03

2023-01-07		GE Aviation Czech s.r.o.	H75-100,H75-200,H80,H80-100,H80-200,H85-100,H85-200
2023-01-11		Safran Helicopter Engines S.A.	Makila 1A,Makila 1A1
2023-01-12		Safran Helicopter Engines S.A.	Arriel 1C,Arriel 1C1,Arriel 1C2
2023-02-03	R 2022-01-09	Stemme AG	Stemme S 10-VT,Stemme S 12
2023-02-04		Mooney International Corporation	M20C,M20D,M20E,M20F,M20G

Biweekly 2023-04

2023-01-04		Airbus Helicopters	AS350B,AS350BA,AS350B1,AS350B2,AS350B3,AS350D,AS355E,AS355F,AS355F1,AS355F2,AS355N,AS355NP
2023-01-07		GE Aviation Czech s.r.o.	H75-100,H75-200,H80,H80-100,H80-200,H85-100,H85-200
2023-01-08		Continental Aerospace Technologies GmbH	TAE 125-02-99,TAE 125-02-114
2023-01-10		GE Aviation Czech s.r.o.	M601E-11,M601E-11A,M601E-11AS,M601E-11S,M601F
2023-02-12		Continental Aerospace Technologies Inc.	GTSIO-520-C,GTSIO-520-D,GTSIO-520-E,GTSIO-520-F,GTSIO-520-H,GTSIO-520-K,GTSIO-520-L,GTSIO-520-M,GTSIO-520-N,IO-470-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-LO,IO-470-M,IO-470-N,IO-470-P,IO-470-R,IO-470-S,IO-470-T,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-M,IO-520-MB,IO-520-N,IO-520-NB,IO-520-P,IO-550-A,IO-550-B,IO-550-C,IO-550-D,IO-550-E,IO-550-F,IO-550-G,IO-550-L,IO-550-N,IO-550-P,IO-550-R,IOF-550-B,IOF-550-C,IOF-550-D,IOF-550-E,IOF-550-F,IOF-550-L,IOF-550-P,IOF-550-R,LIO-470-A,LIO-520-P,LTSIO-520-AE,O-470-A,O-470-E,O-470-G,O-470-G-CI,O-470-H,O-470-J,O-470-K,O-470-K-CI,O-470-L,O-470-L-CI,O-470-M,O-470-M-CI,O-470-N,O-470-P,O-470-R,O-470-S,O-470-T,O-470-U,TSIO-470-B,TSIO-470-C,

SMALL AIRCRAFT

AD No.	Information	Manufacturer	Applicability

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

			TSIO-470-D,TSIO-520-A,TSIO-520-AE,TSIO-520-AF,TSIO-520-B,TSIO-520-BB,TSIO-520-BE,TSIO-520-C,TSIO-520-CE,TSIO-520-D,TSIO-520-DB,TSIO-520-E,TSIO-520-EB,TSIO-520-G,TSIO-520-H,TSIO-520-J,TSIO-520-JB,TSIO-520-K,TSIO-520-KB,TSIO-520-L,TSIO-520-LB,TSIO-520-M,TSIO-520-N,TSIO-520-NB,TSIO-520-P,TSIO-520-R,TSIO-520-T,TSIO-520-U,TSIO-520-UB,TSIO-520-VB,TSIO-520-WB,TSIO-550-A,TSIO-550-B,TSIO-550-C,TSIO-550-E,TSIO-550-G,TSIO-550-K,TSIOF-550-D,TSIOF-550-J,TSIOF-550-K,TSIOL-550-A,TSIOL-550-C
2023-03-01		Airbus Helicopters Deutschland GmbH	BO-105A,BO-105C,BO-105S,BO-105LS A-1,BO-105LS A-3,MBB-BK 117 A-1,MBB-BK 117 A-3,MBB-BK 117 A-4,MBB-BK 117 B-1,MBB-BK 117 B-2,MBB-BK 117 C-1,MBB-BK 117 C-2,MBB-BK 117 D-2
2023-03-10		Schempp-Hirth Flugzeugbau GmbH	Duo-Discus,Duo Discus T
Biweekly 2023-05			
2023-01-07		GE Aviation Czech s.r.o.	H75-100,H75-200,H80,H80-100,H80-200,H85-100,H85-200
2023-02-17		Textron Aviation Inc.	210N,210R,P210N,P210R,T210N,T210R,177,177A,177B,177RG,F177RG
2023-03-02		Pratt & Whitney Canada Corp.	PT6E-67XP
2023-03-03		Leonardo S.p.a.	AB139,AW139
2023-03-12	R 2004-04-09	Pratt & Whitney Canada Corp.	JT15D-1,JT15D-1A,JT15D-1B
2023-03-13		Airbus Helicopters	AS355E,AS355F,AS355F1,AS355F2,AS355N
2023-04-08		Continental Aerospace Technologies, Inc. (Continental®)	GTSIO-520-C,GTSIO-520-D,GTSIO-520-H,GTSIO-520-K,GTSIO-520-L,GTSIO-520-M,GTSIO-520-N,GTSIO-520-S,IO-360-A,IO-360-AB,IO-360-AF,IO-360-C,IO-360-CB,IO-360-D,IO-360-DB,IO-360-E,IO-360-ES,IO-360-G,IO-360-GB,IO-360-H,IO-360-HB,IO-360-J,IO-360-JB,IO-360-K,IO-360-KB,IO-470-D,IO-470-E,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-T,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-M,IO-520-MB,IO-550-A,IO-550-B,IO-550-C,IO-550-D,IO-550-E,IO-550-F,IO-550-G,IO-550-L,IO-550-N,IO-550-P,IO-550-R,LTSIO-360-E,LTSIO-360-EB,LTSIO-360-KB,LTSIO-360-RB,LTSIO-520-AE,O-470-A,O-470-B,O-470-E,O-470-G,O-470-H,O-470-J,O-470-K,O-470-L,O-470-M,O-470-N,O-470-R,O-470-S,O-470-T,O-470-U,TSIO-360-A,TSIO-360-AB,TSIO-360-B,TSIO-360-BB,TSIO-360-C,TSIO-360-CB,TSIO-360-D,TSIO-360-DB,

SMALL AIRCRAFT

AD No.	Information	Manufacturer	Applicability

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

TSIO-360-E,TSIO-360-EB,TSIO-360-G,TSIO-360-GB,TSIO-360-H,TSIO-360-HB,TSIO-360-JB,TSIO-360-KB,TSIO-360-LB,TSIO-360-MB,TSIO-360-RB,TSIO-360-SB,TSIO-520-A,TSIO-520-AE,TSIO-520-AF,TSIO-520-B,TSIO-520-BB,TSIO-520-BE,TSIO-520-C,TSIO-520-CE,TSIO-520-D,TSIO-520-DB,TSIO-520-E,TSIO-520-EB,TSIO-520-G,TSIO-520-H,TSIO-520-J,TSIO-520-JB,TSIO-520-K,TSIO-520-KB,TSIO-520-L,TSIO-520-LB,TSIO-520-M,TSIO-520-NB,TSIO-520-P,TSIO-520-R,TSIO-520-T,TSIO-520-UB,TSIO-520-VB,TSIO-520-WB,TSIO-550-A,TSIO-550-B,TSIO-550-C,TSIO-550-E,TSIO-550-G,TSIO-550-K,TSIO-550-N,TSIOF-550-K,TSIOL-550-A,TSIOL-550-B,TSIOL-550-C

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:

2023-01-07 GE Aviation Czech s.r.o (Type Certificate previously held by WALTER Engines a.s., Walter a.s., and MOTORLET a.s.):

Amendment 39-22301; Docket No. FAA-2022-1302; Project Identifier MCAI-2022-00062-E.

(a) Effective Date

This airworthiness directive (AD) is effective February 21, 2023.

(b) Affected ADs

None.

(c) Applicability

This AD applies to GE Aviation Czech s.r.o. (Type Certificate previously held by WALTER Engines a.s., Walter a.s., and MOTORLET a.s.) H75-100, H75-200, H80, H80-100, H80-200, H85-100, and H85-200 model turboprop engines.

(d) Subject

Joint Aircraft System Component (JASC) Code 7200, Engine (Turbine/Turboprop).

(e) Unsafe Condition

This AD was prompted by the manufacturer revising the airworthiness limitations section (ALS) of the existing engine maintenance manual (EMM) to introduce updated coefficients for the calculation of the cyclic life and safe life for the main shaft. The FAA is issuing this AD to prevent failure of the engine. The unsafe condition, if not addressed, could result in uncontained release of a critical part, damage to the engine, and damage to the airplane.

(f) Compliance

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

(g) Required Actions

(1) Within 90 days of the effective date of this AD, revise the ALS of the existing EMM and the existing approved maintenance or inspection program, as applicable, to incorporate the information in Table 1 to paragraph (g)(1) of this AD and recalculate the cycles accumulated on critical parts.

Table 1 to Paragraph (g)(1)-Equivalent Cyclic Life (N) and Safe Life of Critical Parts

Description	Drawing No.	Abbreviated flight cycle coefficient		Flight mission coefficient	Equivalent cyclic life limit
		A_V	A_P	L	N
Main Shaft	M601-1017.75	0.47		1.05	16,000

(2) After performing the action required by paragraph (g)(1) of this AD, except as provided in paragraph (h) of this AD, no alternative life limits may be approved.

(3) The action required by paragraph (g)(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 §§43.9(a) and 91.417(a)(2)(v). The record must be maintained as required by §91.417, 121.380, or 135.439.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, ECO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in §39.19. In accordance with §39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (i)(2) of this AD and email to: .

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

(i) Additional Information

(1) Refer to European Union Aviation Safety Agency (EASA) AD 2022-0008, dated January 19, 2022, for related information. This EASA AD may be found in the AD docket at *regulations.gov* under Docket No. FAA-2022-1302.

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

(j) Material Incorporated by Reference

None.

Issued on January 6, 2023.

Christina Underwood,

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

[Filed 2-15-23; 8:45 am]

BILLING CODE 0099-10-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:

2023-02-17 Textron Aviation Inc. (Type Certificate previously held by Cessna Aircraft Company): Amendment 39-22324; Docket No. FAA-2020-1078; Project Identifier AD-2020-00716-A.

(a) Effective Date

This airworthiness directive (AD) is effective March 20, 2023.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Textron Aviation Inc. (Type Certificate previously held by Cessna Aircraft Company) Model 210N, 210R, P210N, P210R, T210N, T210R, 177, 177A, 177B, 177RG, and F177RG airplanes, all serial numbers, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 5310, Fuselage Main, Structure.

(e) Unsafe Condition

This AD was prompted by the in-flight break-up of a Model T210M airplane, due to fatigue cracking of the carry-thru spar that initiated at a corrosion pit and subsequent corrosion reports on other Model 210-series and Model 177-series airplanes. The FAA is issuing this AD to detect and correct cracking, corrosion, and other damage of the carry-thru spar lower cap, which, if not corrected, could lead to the carry-thru spar being unable to support the required structural loads and could result in separation of the wing and loss of airplane control.

(f) Compliance

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

(g) Visual Inspection

Within 200 hours time-in-service (TIS) after the effective date of this AD or within 12 calendar months after the effective date of this AD, whichever occurs first, prepare the carry-thru spar lower cap for inspection by following steps 4 and 5 of the Accomplishment Instructions in Textron Aviation Mandatory Single Engine

Service Letter, SEL-57-08, Revision 2, dated August 3, 2020 (Textron SEL-57-08R2); or Textron Aviation Mandatory Single Engine Service Letter, SEL-57-09, Revision 1, dated August 3, 2020 (Textron SEL-57-09R1), as applicable to your airplane model. Visually inspect the carry-thru spar lower cap (including the lower surface, upper surface, and edge) with a 10X magnification lens looking for corrosion, cracking, and damage. You are not required to inspect the lower cap to web radius, spar web, upper cap, or lugs. Refer to the `Spar Dimensions' and the `Spar Detail' figures on page 7 of Textron SEL-57-08R2 or Textron SEL-57-09R1, as applicable to your airplane model, for the location of the specific spar features.

(1) If there is any cracking, before further flight, remove the carry-thru spar from service.

(2) If there is damage or evidence of previous removal of corrosion (blending), before further flight, either remove the carry-thru spar from service or repair the area using a method approved as specified in paragraph (n) of this AD. Comply with the requirements in paragraph (h) of this AD before further flight.

(3) If there is any corrosion, before further flight, remove the corrosion in the affected area by following steps 6.B.(1) through (7) of the Accomplishment Instructions in Textron SEL-57-08R2 or Textron SEL-57-09R1, as applicable to your airplane model, and then mechanically measure the depth of the blended area using a straight edge and feeler gauge or a depth gauge micrometer.

(i) If the material removed in the blended area exceeds the allowable blend limits specified in table 1 (including the notes) of Textron SEL-57-08R2 or Textron SEL-57-09R1, as applicable to your airplane model, before further flight, either remove the carry-thru spar from service or repair the area using a method approved as specified in paragraph (n) of this AD. Comply with the requirements in paragraph (h) of this AD before further flight.

(ii) If the material removed in the blended area does not exceed the allowable blend limits specified in table 1 (including the notes) of Textron SEL-57-08R2 or Textron SEL-57-09R1, as applicable to your airplane model, comply with the requirements in paragraph (h) of this AD before further flight.

(4) If the visual inspection did not detect corrosion, cracking, or damage and there is no evidence of previous removal of corrosion, comply with the requirements in paragraph (h) of this AD within 200 hours TIS after the effective date of the AD or within 12 calendar months after the effective date of the AD, whichever occurs first.

(h) Eddy Current Inspection

(1) At the applicable compliance time required by paragraph (g) of this AD, complete an eddy current inspection of the carry-thru spar lower cap for cracking, corrosion, and damage in the following areas in accordance with step 7 of the Accomplishment Instructions in Textron SEL-57-08R2 or Textron SEL-57-09R1, as applicable to your airplane model.

(i) The kick area as depicted in the `Spar Dimensions' figure on page 7 of Textron SEL-57-08R2 or Textron SEL-57-09R1, as applicable to your airplane. You must complete an eddy current inspection of the lower cap kick area of your airplane regardless of whether corrosion was found and removed as a result of the visual inspection in paragraph (g) of this AD.

(ii) All areas where corrosion was found and removed as a result of the inspection in paragraph (g) of this AD.

(2) If there is any cracking, before further flight, remove the carry-thru spar from service.

(3) If there is any damage, before further flight, either remove the carry-thru spar from service or repair the area using a method approved as specified in paragraph (n) of this AD. After completing the repair, repeat the eddy current inspection of the repaired area before further flight.

(4) If there is any corrosion, before further flight, remove the corrosion by following the requirements in paragraph (g)(3) of this AD. You must repeat the eddy current inspection and comply with paragraph (h) of this AD for the area where the additional material was removed, but you do not have to repeat the eddy current inspection of the kick area.

(i) Corrosion Protection

Within 12 calendar months after the effective date of this AD, apply protective coating and corrosion inhibiting compound (CIC) by following steps 9 and 10 of the Accomplishment Instructions in Textron SEL-57-08R2 or Textron SEL-57-09R1, as applicable to your airplane model.

(j) Installation Prohibition

As of the effective date of this AD, do not install on any airplane a carry-thru spar unless it has been inspected as required by paragraphs (g) and (h) of this AD and corrosion protection applied as required by paragraph (i) of this AD.

(k) Reporting Requirement

Within 30 days after completing the inspections required by this AD or within 30 days after the effective date of this AD, whichever occurs later, report to the FAA by email ( ) all information requested in the Carry-Thru Spar Inspection Report Attachment to Textron SEL-57-08R2 or Textron SEL-57-09R1, as applicable to your airplane model.

(l) Credit for Previous Actions

(1) You may take credit for the visual inspection and corrosion removal required by paragraph (g) of this AD if you performed the visual inspection and corrosion removal before the effective date of this AD using Textron Aviation Mandatory Single Engine Service Letter SEL-57-08, dated November 1, 2019 (Textron SEL-57-08); Textron Aviation Mandatory Single Engine Service Letter SEL-57-08, Revision 1, dated November 19, 2019 (Textron SEL-57-08R1); Textron Aviation Mandatory Single Service Letter SEL-57-09, dated November 19, 2019 (Textron SEL-57-09); Textron Aviation Mandatory Single Engine Service Letter SEL-57-06, dated June 24, 2019 (Textron SEL-57-06); Textron Aviation Mandatory Single Engine Service Letter SEL-57-06, Revision 1, dated November 19, 2019 (Textron SEL-57-06R1); Textron Aviation Mandatory Single Engine Service Letter, SEL-57-07, dated June 24, 2019 (Textron SEL-57-07); or Textron Aviation Mandatory Single Engine Service Letter, SEL-57-07, Revision 1, dated November 19, 2019 (Textron SEL-57-07R1).

(2) You may take credit for the eddy current inspection of the lower cap kick area and all locations where corrosion was removed on the carry-thru spar lower cap and the corrosion removal as specified in paragraph (h) of this AD if you performed the eddy current inspection and corrosion removal required before the effective date of this AD using Textron SEL-57-08, Textron SEL-57-08R1, Textron SEL-57-06, Textron SEL-57-06R1, Textron SEL-57-07, Textron SEL-57-07R1, or Textron SEL-57-09.

(3) You may take credit for the corrosion protection required by paragraph (i) of this AD if you performed those actions before the effective date of this AD using Textron SEL-57-08, Textron SEL-57-08R1, or Textron SEL-57-09.

(4) To take credit for any previous action, you must have provided a completed Carry-Thru Spar Inspection Report, an attachment to Textron SEL-57-06, Textron SEL-57-06 R1, Textron SEL-57-07, Textron SEL-57-07R1, Textron SEL-57-08, Textron SEL-57-08R1, or Textron SEL-57-09 to Textron Aviation Inc. before the effective date of this AD, or you must comply with paragraph (k) of this AD within 30 days after the effective date of this AD.

(m) Special Flight Permit

(1) This AD prohibits a special flight permit if the inspection identifies cracking in the carry-thru spar.

(2) Special flight permits, as described in and , may be issued for airplanes on which corrosion was identified to operate to a location where the requirements of this AD can be accomplished.

(3) Special flight permits, as described in and , may be issued for an airplane demonstrating evidence of previous blending for which credit for previous actions, as defined in paragraph (l), cannot be granted or for an airplane demonstrating any damage other than corrosion or cracking, but concurrence by the Manager, Wichita ACO Branch, FAA is required before issuance of the special flight permit. Send requests for a special flight permit to your local Flight Standards District Office.

(n) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Wichita 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 (o) of this AD.

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

(3) An AMOC that provides an acceptable level of safety may be used for any repair, modification, or alteration required by this AD if it is approved by a Textron Aviation, Inc. Unit Member (UM) of the Textron Organization Designation Authorization (ODA), that has been authorized by the Manager, Wichita ACO Branch, to make those findings. To be approved, the repair, modification deviation, or alteration deviation must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(o) Related Information

For more information about this AD, contact Bobbie Kroetch, Aviation Safety Engineer, Wichita ACO Branch, FAA, 1801 Airport Road, Wichita, KS 67209; phone: (316) 946-4155; email: or .

(p) 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) Textron Aviation Mandatory Single Engine Service Letter, SEL-57-08, Revision 2, dated August 3, 2020.

(ii) Textron Aviation Mandatory Single Engine Service Letter, SEL-57-09, Revision 1, dated August 3, 2020.

(3) For service information identified in this AD, contact Textron Aviation Inc., One Cessna Boulevard, Wichita, KS 67215; phone: (316) 517-6061; email: *;* website: *support.cessna.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 February 1, 2023.

Christina Underwood,

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

[Filed 2-10-23; 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:

2023-03-02 Pratt & Whitney Canada Corp.: Amendment 39-22327; Docket No. FAA-2022-1477; Project Identifier MCAI-2022-00632-E.

(a) Effective Date

This airworthiness directive (AD) is effective March 21, 2023.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pratt & Whitney Canada Corp. (P&WC) PT6E-67XP model turboprop engines with serial number HP0194 and earlier, as identified in Transport Canada AD CF-2022-26, dated May 12, 2022 (Transport Canada AD CF-2022-26).

(d) Subject

Joint Aircraft Service Component (JASC) Code 7230, Turbine Engine Compressor Section.

(e) Unsafe Condition

This AD was prompted by reports of multiple incidents in which engines were unable to achieve the required power (torque) during high power applications due to internal leaks in the bleed-off valves (BOVs) caused by glass bead contamination. The FAA is issuing this AD to prevent internal leaks in the BOVs, and to prevent the failure of the engine to achieve the required power (torque) during high power applications. The unsafe condition, if not addressed, could result in loss of thrust control and loss of the airplane.

(f) Compliance

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

(g) Required Actions

Except as specified in paragraphs (h) and (i) of this AD: Perform all required actions within the compliance times specified in, and in accordance with, Transport Canada AD CF-2022-26.

(h) Exceptions to Transport Canada AD CF-2022-26

(1) Where Transport Canada AD CF-2022-26 refers to hours air time, this AD requires using flight hours.

(2) Where Transport Canada AD CF-2022-26 specifies compliance from its effective date, this AD requires using the effective date of this AD.

(i) No Reporting Requirement

Although the service information referenced in Transport Canada AD CF-2022-26 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, ECO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in §39.19. In accordance with §39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (k) of this AD or 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.

(k) Additional Information

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

(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) Transport Canada AD CF-2022-26, dated May 12, 2022.

(ii) [Reserved]

(3) For Transport Canada AD CF-2022-26-E, contact Transport Canada, Transport Canada National Aircraft Certification, 159 Cleopatra Drive, Nepean, Ontario K1A 0N5, Canada; phone: (888) 663-3639; email: *;* website: *tc.canada.ca/en/aviation.*

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

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

Issued on February 1, 2023.

Christina Underwood,

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

[Filed 2-13-23; 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:

2023-03-03 Leonardo S.p.a.: Amendment 39-22328; Docket No. FAA-2022-1419; Project Identifier MCAI-2022-01002-R.

(a) Effective Date

This airworthiness directive (AD) is effective March 23, 2023.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Leonardo S.p.a. Model AB139 and AW139 helicopters, certificated in any category.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 6400, Tail Rotor System.

(e) Unsafe Condition

This AD was prompted by a report of a damaged tail rotor duplex bearing (TRDB) that was improperly installed on a sliding control assembly. The FAA is issuing this AD to ensure the proper installation of a TRDB and prevent a TRDB from remaining in service beyond its life limit. The unsafe condition, if not detected and corrected, could lead to structural failure of the TRDB, possibly resulting in loss of control of the helicopter.

(f) Compliance

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

(g) Requirements

Except as specified in paragraphs (h) and (i) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) Emergency AD 2022-0182-E, dated August 30, 2022 (EASA AD 2022-0182-E).

(h) Exceptions to EASA AD 2022-0182-E

(1) Where EASA AD 2022-0182-E requires compliance in terms of flight hours, this AD requires using hours time-in-service (TIS).

(2) Where EASA AD 2022-0182-E refers to July 28, 2022 (the effective date of EASA AD 2022-0152-E, dated July 26, 2022) and its effective date, this AD requires using the effective date of this AD.

(3) Where the service information referenced in EASA AD 2022-0182-E specifies discarding certain parts, this AD requires removing those parts from service.

(4) Where the service information referenced in EASA AD 2022-0182-E specifies returning a part to the manufacturer, this AD does not require that action.

(5) The “Remarks” section of EASA AD 2022-0182-E does not apply to this AD.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2022-0182-E 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 Dan McCully, Program Manager, COS Program Management Section, Operational Safety Branch, Compliance & Airworthiness Division, FAA, 1701 Columbia Ave., Mail Stop: ACO, College Park, GA 30337; telephone (404) 474-5548; email .

(l) Material Incorporated by Reference

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

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

(i) European Union Aviation Safety Agency (EASA) Emergency AD 2022-0182-E, dated August 30, 2022.

(ii) [Reserved]

(3) For EASA AD 2022-0182-E, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: . You may find this 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 January 31, 2023.

Christina Underwood,

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

[Filed 2-15-23; 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 2004-04-09, Amendment 39-13490 (, March 1, 2004); and

Adding the following new airworthiness directive:

2023-03-12 Pratt & Whitney Canada Corp.: Amendment 39-22337; Docket No. FAA-2022-1478; Project Identifier MCAI-2022-00668-E.

(a) Effective Date

This airworthiness directive (AD) is effective March 31, 2023.

(b) Affected ADs

This AD replaces AD 2004-04-09, Amendment 39-13490 (, March 1, 2004).

(c) Applicability

This AD applies to Pratt & Whitney Canada Corp. JT15D-1, JT15D-1A, and JT15D-1B model turbofan engines as identified in Transport Canada AD CF-2022-27, dated May 19, 2022 (Transport Canada AD CF-2022-27).

(d) Subject

Joint Aircraft Service Component (JASC) Code 7230, Turbine Engine Compressor Section.

(e) Unsafe Condition

This AD was prompted by three prior reports of uncontained failure of the impeller, and one additional recent report of an in-service uncontained failure event. The FAA is issuing this AD to prevent uncontained failure of the impeller. The unsafe condition, if not addressed, could result in fracture of the impeller, subsequent uncontained failure of the engine, and damage to the airplane.

(f) Compliance

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

(g) Required Actions

Except as specified in paragraph (h) of this AD: Perform all required actions within the compliance times specified in, and in accordance with, Transport Canada AD CF-2022-27.

(h) No Reporting Requirement

Although the service information referenced in Transport Canada AD CF-2022-27 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, ECO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in . 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) of this AD and email it 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 Barbara Caufield, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238-7146; 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) Transport Canada AD CF-2022-27, dated May 19, 2022.

(ii) [Reserved]

(3) For Transport Canada AD CF-2022-27, contact Transport Canada, Transport Canada National Aircraft Certification, 159 Cleopatra Drive, Nepean, Ontario K1A 0N5, Canada; phone: 888-663-3639; email: *;* website: *tc.canada.ca/en/aviation.*

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

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

Issued on February 7, 2023.

Christina Underwood,

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

[Filed 2-23-23; 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:

2023-03-13 Airbus Helicopters: Amendment 39-22338; Docket No. FAA-2022-1490; Project Identifier MCAI-2022-01177-R.

(a) Effective Date

This airworthiness directive (AD) is effective March 31, 2023.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Helicopters Model AS355E, AS355F, AS355F1, AS355F2, and AS355N helicopters, all serial numbers, certificated in any category.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report of a partially broken right-hand side tail rotor drive fan support (fan support) and a completely broken left-hand side fan support. The FAA is issuing this AD to detect a cracked or broken fan support leg. The unsafe condition, if not addressed, could result in loss of main gearbox and engine oil cooling function, loss of tail rotor drive, and subsequent loss of control of the helicopter.

(f) Compliance

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

(g) Requirements

Except as specified in paragraphs (h) and (i) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency AD 2022-0180, dated August 29, 2022 (EASA AD 2022-0180).

(h) Exceptions to EASA AD 2022-0180

(1) Where EASA AD 2022-0180 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(2) Where EASA AD 2022-0180 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) May 3, 2022 (the effective date of EASA AD 2022-0069, dated April 19, 2022).

(ii) The effective date of EASA AD 2022-0180.

(3) Where paragraphs (2) and (3) of EASA AD 2022-0180 specify “replacing each affected part with a serviceable part,” for this AD, replace that text with “removing each affected part from service and replacing it with a serviceable part.”

(4) Where the service information referenced in EASA AD 2022-0180 specifies to use tooling, this AD allows the use of equivalent tooling.

(5) Where the service information referenced in EASA AD 2022-0180 specifies to discard parts, this AD requires removing those parts from service.

(6) This AD does not adopt the Remarks paragraph of EASA AD 2022-0180.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2022-0180 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Special Flight Permit

Special flight permits are prohibited.

(k) Alternative Methods of Compliance (AMOCs)

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

(l) Related Information

For more information about this AD, contact Jared Hyman, Aerospace Engineer, Boston ACO Branch, Compliance & Airworthiness Division, FAA, 1200 District Avenue, Burlington, Massachusetts 01803; telephone (781) 238-7799; email .

(m) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the service information listed in this paragraph under 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 2022-0180, dated August 29, 2022.

(ii) [Reserved]

(3) For EASA AD 2022-0180, 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 February 7, 2023.

Christina Underwood,

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

[Filed 2-23-23; 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:

2023-04-08 Continental Aerospace Technologies, Inc.: Amendment 39-22355; Docket No. FAA-2023-0172; Project Identifier AD-2023-00265-E.

(a) Effective Date

This airworthiness directive (AD) is effective February 23, 2023.

(b) Affected ADs

None.

(c) Applicability

Continental Aerospace Technologies, Inc. (Continental) GTSIO-520-C, -D, -H, -K, -L, -M, -N, and -S; IO-360-A, -AB, -AF, -C, -CB, -D, -DB, -E, -ES, -G, -GB, -H, -HB, -J, -JB, -K, and -KB; IO-470-D, -E, -G, -H, -J, -K, -L, -M, -N, -P, -R, -S, -T, -U, -V, and -VO; IO-520-A, -B, -BA, -BB, -C, -CB, -D, -E, -F, -J, -K, -L, -M, and -MB; IO-550-A, -B, -C, -D, -E, -F, -G, -L, -N, -P, and -R; LTSIO-360-E, -EB, -KB, and -RB; LTSIO-520-AE; O-470-A, -B, -E, -G, -H, -J, -K, -L, -M, -N, -R, -S, -T, and -U; TSIO-360-A, -AB, -B, -BB, -C, -CB, -D, -DB, -E, -EB, -G, -GB, -H, -HB, -JB, -KB, -LB, -MB, -RB, and -SB; TSIO-520-A, -AE, -AF, -B, -BB, -BE, -C, -CE, -D, -DB, -E, -EB, -G, -H, -J, -JB, -K, -KB, -L, -LB, -M, -NB, -P, -R, -T, -UB, -VB, and -WB; TSIO-550-A, -B, -C, -E, -G, -K, and -N; TSIOF-550-K; and TSIOL-550-A, -B, and -C model reciprocating engines.

(d) Subject

Joint Aircraft System Component (JASC) Code 8520, Reciprocating Engine Power Section.

(e) Unsafe Condition

This AD was prompted by a report of a quality escape involving improper installation of counterweight retaining rings in the counterweight groove during manufacture. The FAA is issuing this AD to prevent departure of counterweight and retaining hardware from the crankshaft assembly. The unsafe condition, if not addressed, could result in loss of engine oil pressure, catastrophic engine damage, engine seizure, and consequent loss of the aircraft.

(f) Compliance

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

(g) Required Action

For affected engines with an installed crankshaft assembly identified in paragraphs (g)(1) or (2) of this AD, before further flight, do the actions identified in, and in accordance with paragraph III, Action Required, of Continental Mandatory Service Bulletin MSB23-01, Revision A, dated February 16, 2023 (MSB23-01A).

(1) Crankshaft assembly having a crankshaft serial number listed in Appendix 1 of MSB23-01A; or

(2) Crankshaft assembly that was repaired or installed on or after June 1, 2021, having a part number and crankshaft serial number listed in Appendix 2 of MSB23-01A.

(h) Exception to the Service Information

Where paragraph III.1.a. of MSB23-01A specifies actions for spare crankshaft assemblies, this AD does not require those actions.

(i) Parts Installation Prohibition

After the effective date of this AD, do not install on any engine a crankshaft assembly having a crankshaft serial number identified in Appendix 1 or Appendix 2 of MSB23-01A, unless the actions required by paragraph (g) of this AD have first been accomplished for that crankshaft assembly.

(j) Credit for Previous Actions

This paragraph provides credit for the actions specified in paragraph (g) of this AD, if those actions were performed before the effective date of this AD using Continental Mandatory Service Bulletin MSB23-01, dated February 13, 2023.

(k) Special Flight Permit

Special flight permits may be issued in accordance with and to permit a one-time, non-revenue ferry flight to operate the aircraft to a location where the maintenance actions can be performed, provided that:

(1) The engine oil filter pleats or screen are first inspected and there is no evidence of metal contamination; or

(2) An oil change has been done within the previous 5 flight hours, and there was no evidence of metal contamination in the oil filter pleats or screen.

(l) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Atlanta ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in . In accordance with , send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the certification office, send it to the attention of the person identified in paragraph (m) of this AD.

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

(m) Related Information

For more information about this AD, contact Nicholas Reid, Aviation Safety Engineer, Atlanta ACO Branch, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: (404) 474-5650; email: .

(n) Material Incorporated by Reference

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

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

(i) Continental Aerospace Technologies, Inc. Mandatory Service Bulletin MSB23-01, Revision A, dated February 16, 2023.

(ii) Reserved.

(3) For Continental service information identified in this AD, contact Continental Aerospace Technologies, Inc., 2039 South Broad Street, Mobile, AL 36615; phone: (251) 308-9100; email: *;* website: *continental.aero.*

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

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

Issued on February 16, 2023.

Christina Underwood,

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

[Filed 2-17-23; 4:15 pm]

BILLING CODE 4910-13-P