FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

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

BIWEEKLY 2023-06

02/27/2023 - 03/12/2023

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

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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

Biweekly 2023-06

2023-03-14		Schempp-Hirth Flugzeugbau GmbH	Duo-Discus,Duo Discus T
2023-03-22	R 2015-09-04 R1	DG Flugzeugbau GmbH,Schempp-Hirth Flugzeugbau GmbH	DG-1000T,Duo Discus T
2023-04-20		Cirrus Design Corporation	SF50

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:

2023-03-14 Schempp-Hirth Flugzeugbau GmbH: Amendment 39-22339; Docket No. FAA-2022-1484; Project Identifier MCAI-2022-00897-G.

(a) Effective Date

This airworthiness directive (AD) is effective April 5, 2023.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Schempp-Hirth Flugzeugbau GmbH (Schempp-Hirth) Model Duo Discus and Duo Discus T gliders, all serial numbers, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 2760, Drag Control System.

(e) Unsafe Condition

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI identifies the unsafe condition as blocking or jamming of the airbrake. The FAA is issuing this AD to detect and correct such blockage or jamming of the airbrake system. The unsafe condition, if not addressed, could result in reduced control of the glider.

(f) Compliance

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

(g) Required Actions

(1) Within 12 months after the effective date of this AD and thereafter at intervals not to exceed 12 months, inspect the airbrake system for smooth operation, for sufficient airbrake panel overlap, and for proper cockpit control adjustment in accordance with Section I, and either II or III, depending on your glider configuration, of Schempp-Hirth Flugzeugbau GmbH Maintenance Information SHK-M-01-22 for the Duo Discus and Duo Discus T airbrake system, dated January 26, 2022.

Note 1 to paragraph (g)(1): Schempp-Hirth Flugzeugbau GmbH Technical Note 396-21, dated January 26, 2022; and Schempp-Hirth Flugzeugbau GmbH Technical Note 890-17, dated January 26, 2022, contain information related to this subject.

(2) If, during any inspection as required by paragraph (g)(1) of this AD, any part of the airbrake system is not properly adjusted, before further flight, adjust the airbrake system in accordance with a method approved by the FAA; the European Union Aviation Safety Agency (EASA); or Schempp-Hirth's Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(h) Alternative Methods of Compliance (AMOCs)

The Manager, International Validation 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 International Validation Branch, send it to the attention of the person identified in paragraph (i)(2) of this AD or email to: . If mailing information, also submit information by email.

(i) Additional Information

(1) Refer to EASA AD 2022-0138, dated July 7, 2022, for related information. This EASA AD may be found in the AD docket at *regulations.gov* under Docket No. FAA-2022-1484.

(2) For more information about this AD, contact Jim Rutherford, Aviation Safety Engineer, General Aviation & Rotorcraft Section, International Validation Branch, FAA, 901 Locust, Room 301, Kansas City, MO 64106; phone: (816) 329-4165; email: .

(3) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (j)(3) and (4) of this AD.

(j) Material Incorporated by Reference

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

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

(i) Schempp-Hirth Flugzeugbau GmbH Maintenance Information SHK-M-01-22 for the Duo Discus and Duo Discus T airbrake system, dated January 26, 2022.

(ii) [Reserved]

(3) For service information identified in this AD, contact Schempp-Hirth Flugzeugbau GmbH, Krebenstrasse 25, Kirchheim unter Teck, Germany; phone: +49 7021 7298-0; email: ; website: *schempp-hirth.com*.

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

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

Issued on February 9, 2023.

Christina Underwood,

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

[Filed 2-28-23; 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 2015-09-04 R1, Amendment 39-18492 (, May 2, 2016); and

Adding the following new airworthiness directive:

2023-03-22 DG Flugzeugbau GmbH and Schempp-Hirth Flugzeugbau GmbH: Amendment 39-22347; Docket No. FAA-2022-1406; Project Identifier MCAI-2022-00590-G.

(a) Effective Date

This airworthiness directive (AD) is effective April 5, 2023.

(b) Affected ADs

This AD replaces AD 2015-09-04 R1, Amendment 39-18492 (, May 2, 2016).

(c) Applicability

This AD applies to DG Flugzeugbau GmbH Model DG-1000T gliders and Schempp-Hirth Flugzeugbau GmbH (Schempp-Hirth) Model Duo Discus T gliders, all serial numbers, certificated in any category, with a Solo Vertriebs-und Entwicklungs-GmbH (previously Solo Kleinmotoren GmbH) (Solo) Model 2350 C or Model 2350 D engine installed.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI identifies the unsafe condition as occurrences of rupture of the eccentric axle on Solo Model 2350 C engines (installed on DG Flugzeugbau GmbH Model DG-1000T gliders in the United States) and an occurrence on a Solo Model 2350 D engine (installed on Schempp-Hirth Model Duo Discus T gliders in the United States). The FAA is issuing this AD to prevent failure of the engine shaft with consequent propeller detachment. The unsafe condition, if not addressed, could result in damage to the glider or injury of persons on the ground.

(f) Compliance

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

(g) Required Actions

(1) For DG Flugzeugbau GmbH Model DG-1000T gliders equipped with a Solo Model 2350 C engine, before further flight after the effective date of this AD, replace each eccentric axle that is not part number (P/N) 2031211V2 with an eccentric axle that is P/N 2031211V2 that has zero hours time-in-service (TIS).

Note 1 to paragraph (g)(1): DG Flugzeugbau Technical Note 1000/26, dated September 23, 2015, contains information related to replacing the eccentric axle specific for the DG Flugzeugbau GmbH Model DG-1000T gliders. Solo Kleinmotoren GmbH Technische Mitteilung (English translation: Service Bulletin), Nr. 4603-17, datum (English translation: dated) July 15, 2015, contains information related to replacing the eccentric axle for the Solo Model 2350 C engine, but is not specific to the DG Flugzeugbau GmbH Model DG-1000T gliders.

(2) For Schempp-Hirth Model Duo Discus T gliders equipped with a Solo Model 2350 D engine, within 30 hours TIS of engine operation after the effective date of this AD, replace each eccentric axle that is not P/N 2031211V2 with an eccentric axle that is P/N 2031211V2 that has zero hours TIS in accordance with Action 1, Note 2, and Pictures 1 through 6 of Solo Kleinmotoren GmbH Technische Mitteilung (English translation: Service Bulletin), Nr. 4603-19, dautm (English translation: dated) January 31, 2022.

Note 2 to paragraph (g)(2): This service information contains German to English translation. The European Union Aviation Safety Agency (EASA) used the English translation in referencing the document. For enforceability purposes, the FAA will refer to the Solo Kleinmotoren service information in English as it appears on the document.

(3) For all gliders, after the initial replacement required by paragraph (g)(1) or (2) of this AD, as applicable, or if an eccentric axle P/N 2031211V2 was installed as of the effective date of this AD, within intervals not to exceed 50 hours TIS of engine operation, replace each eccentric axle P/N 2031211V2 with an eccentric axle P/N 2031211V2 that has zero hours TIS as specified in paragraph (g)(1) or (2) of this AD, as applicable.

(4) It is allowed to operate a glider having a Solo Model 2350 C or Model 2350 D engine installed with the engine inoperative instead of replacing the eccentric axle. To operate with the engine inoperative, place a copy of this AD into the Limitations section of the existing aircraft flight manual for your glider and do not operate the engine.

(i) Remove this operating limitation after replacing the eccentric axle as required by paragraphs (g)(1) or (2) and (3) of this AD.

(ii) The owner/operator (pilot) holding at least a private pilot certificate may perform both the incorporation and removal of the operating limitation and the actions must be entered into the aircraft records showing compliance with this AD in accordance with and . The record must be maintained as required by , , or .

(h) Alternative Methods of Compliance (AMOCs)

The Manager, International Validation 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 International Validation Branch, mail it to the address identified in paragraph (i)(2) of this AD or 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.

(i) Additional Information

(1) Refer to EASA AD 2022-0044R1, dated April 29, 2022, for related information. This EASA AD may be found in the AD docket at *regulations.gov* under Docket No. FAA-2022-1406.

(2) For more information about this AD, contact Jim Rutherford, Aviation Safety Engineer, General Aviation & Rotorcraft Section, International Validation Branch, FAA, 901 Locust, Room 301, Kansas City, MO 64106; phone: (816) 329-4165; email: .

(3) Solo service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (j)(3) and (4) of this AD.

(j) Material Incorporated by Reference

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

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

(i) Solo Kleinmotoren GmbH Technische Mitteilung (English translation: Service Bulletin), Nr. 4603-19, datum (English translation: dated) January 31, 2022.

Note 3 to paragraph (j)(2)(i): This service information contains German to English translation. The EASA used the English translation in referencing the document. For enforceability purposes, the FAA will refer to the Solo Kleinmotoren service information in English as it appears on the document.

(ii) [Reserved]

(3) For Solo service information identified in this AD, contact Solo Kleinmotoren GmbH, Postfach 600152, D71050 Sindelfingen, Germany; phone: +49 703 1301-0; fax: +49 703 1301-136; email: ; website: *aircraft. solo.global/gb/*.

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

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

Issued on February 10, 2023.

Christina Underwood,

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

[Filed 2-28-23; 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:

2023-04-20 Cirrus Design Corporation: Amendment 39-22368; Docket No. FAA-2023-0424; Project Identifier AD-2022-01575-A.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

Cirrus Design Corporation (Cirrus) Model SF50 airplanes, all serial numbers, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code: 2200, Auto Flight System.

(e) Unsafe Condition

This AD was prompted by reports of an accident and an incident due to uncommanded activation of the Cirrus Airframe Parachute System (CAPS) autopilot mode while in flight. The FAA is issuing this AD to address this unsafe condition. The unsafe condition, if not addressed, could result in the reduced ability of the flight crew to maintain safe flight and landing of the airplane.

(f) Compliance

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

(g) Required Actions

(1) For serial numbers 0005 through 0409 inclusive, within 25 hours time-in-service (TIS) after the effective date of this AD: Do the actions in paragraphs (g)(1)(i) through (iii) of this AD, in accordance with steps A., B., and C., of the Accomplishment Instructions of Cirrus SF5X Service Bulletin SB5X-90-14R1, dated January 20, 2023 (Cirrus SB5X-90-14R1), as applicable to the serial number of your airplane.

(i) Boot avionics in configuration mode.

(ii) Set CAPS activated autopilot to inhibited state.

(iii) Fabricate and install information placards.

(2) For serial numbers 0005 through 0409 inclusive, within 25 hours TIS after the effective date of this AD: Revise the Emergency Procedures section of the existing airplane flight manual (AFM) for your airplane by inserting Cirrus Vision SF50 Airplane Flight Manual (AFM) Temporary Change TAFM 22-03, dated December 8, 2022, for AFM 31452-001 Revision A1; or Cirrus Vision SF50 Airplane Flight Manual (AFM) Temporary Change TAFM 22-04, dated December 8, 2022, for AFM 31452-002 Revision 3, as applicable to your airplane.

(3) For all serial numbers, within 25 hours TIS after the effective date of this AD: Revise the airworthiness limitations section (ALS) of the existing airplane maintenance manual (AMM) or Instructions for Continued Airworthiness and your existing approved maintenance or inspection program, as applicable to your airplane, by incorporating the language in figure 1 to paragraph (g)(3) of this AD. This action can be done by placing a copy of this AD in the ALS of the existing AMM for your airplane.

Figure 1 to Paragraph (g)(3)-Inhibit CAPS Autopilot Mode

(4) For serial numbers 0005 through 0409 inclusive, the actions required by paragraph (g)(2) 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 the applicable paragraphs of this AD in accordance with and . The record must be maintained as required by , , or .

(5) For all serial numbers, the actions required by paragraph (g)(3) 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 the applicable paragraphs of this AD in accordance with and . The record must be maintained as required by , , or .

(6) For serial numbers 0005 through 0409 inclusive on which Field Modification FRA00019905 has not been done, within 25 hours TIS after the effective date of this AD: Modify the wiring to remove the CAPS power timer functionality in accordance with step D. of the Accomplishment Instructions of Cirrus SB5X-90-14R1.

(h) Credit for Previous Actions

You may take credit for the actions required by paragraph (g)(1) of this AD if you performed those actions before the effective date of this AD using Cirrus SF5X Service Bulletin SB5X-90-14, dated December 8, 2022.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Chicago 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) 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.

(j) Related Information

For more information about this AD, contact Joe Dubusky, Aviation Safety Engineer, Chicago ACO Branch, FAA, 2300 E Devon Avenue, Des Plaines, IL 60018; phone: (847) 294-7543; email: .

(k) 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) Cirrus SF5X Service Bulletin SB5X-90-14R1, dated January 20, 2023.

(ii) Cirrus Vision SF50 Airplane Flight Manual (AFM) Temporary Change TAFM 22-03, dated December 8, 2022, for AFM 31452-001 Revision A1.

(iii) Cirrus Vision SF50 Airplane Flight Manual (AFM) Temporary Change TAFM 22-04, dated December 8, 2022, for AFM 31452-002 Revision 3.

(3) For service information identified in this AD, contact Cirrus Design Corporation, 4515 Taylor Circle, Duluth, MN 55811; phone: (833) 735-0651; email: *;* website: *cirrusaircraft.com.*

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

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

Issued on March 2, 2023.

Christina Underwood,

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

[Filed 3-2-23; 4:15 pm]

BILLING CODE 4910-13-P