FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

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

BIWEEKLY 2023-12

05/22/2023 - 06/04/2023

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 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,

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			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,

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			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
Biweekly 2023-07			
2023-05-03	R 2022-14-14	Alexander Schleicher GmbH & Co. Segelflugzeugbau	ASW -15,ASW-15B
2023-05-09		Airbus Helicopters Deutschland GmbH	EC135P3,EC135T3,MBB-BK 117 D-2,MBB-BK 117 D-3
2023-05-16	R 2023-04-08	Continental Aerospace Technologies Inc.	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-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-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,TSIO-360-E,TSIO-360-EB,TSIO-360-F,TSIO-360-FB,TSIO-360-G,TSIO-360-

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			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
2023-06-11		Viking Air Limited	DHC-2 Mk.I
Biweekly 2023-08			
2023-07-51	E	Leonardo S.p.a.	AB139,AW139
Biweekly 2023-09			
2023-06-05		Bell Textron Canada Limited	206A,206A-1 (OH-58A),206B,206B-1,206L,206L-1,206L-3,206L-4
2023-07-08		Pilatus Aircraft Ltd.	PC-12/47E
Biweekly 2023-10			
2023-06-14		Pratt & Whitney Canada Corp.	PW308A,PW308C
2023-07-03		Leonardo S.p.a.	AB412,AB412 EP
Biweekly 2023-11			
2023-08-06	A 2020-20-08	Airbus Helicopters	AS332C,AS332C1,AS332L,AS332L1,AS332L2,EC225LP
2023-08-07		Allied Ag Cat Productions Inc.	G-164A,G-164B
Biweekly 2023-12			
2023-09-07	R 2022–02–01	Sikorsky Aircraft Corporation	S-92A
2023-09-12		Pilatus Aircraft Ltd.	PC-12,PC-12/45,PC-12/47,PC-12/47E
2023-10-02	R 2021–23–12	The Boeing Company,Airbus SAS,Bombardier Inc.,Embraer S.A.,Gulfstream Aerospace Corporation,Gulfstream Aerospace LP,Textron Aviation Inc.,Pilatus Aircraft Limited,Fokker Services B.V.,Saab AB Support and Services,De Havilland Aircraft of Canada Limited,Airbus Canada Limited Partnership,ATR - GIE Avions de Transport Régional,MHI RJ Aviation ULC,BAE Systems (Operations) Limited,Lockheed Martin Corporation,Lockheed Martin Aeronautics Company,Viking Air Limited,Dassault Aviation	18,23,35,36,50,58,60,65,70,76,77,95,99,100,111,120,140,150,152,170,172,175,177,180,182,185,188,190,195,200,206,207,208,210,300,314,320,321,335,336,337,340,382,390,400,401,402,404,406,408,411,414,421,425,441,500,501,510,525,550,551,552,560,650,680,700,750,1900,2000,4000,1049-54,1049B-55 (Navy R7V-1),1049C-55,1049D-55,1049E-55,1049F-55 (USAF C-121C),1049H-82,1049G-82,1125 Westwind Astra,1329-23A,1329-23E,1329-25,1329-23D,150A,150B,150C,150D,150E,150F,150G,150H,150J,150K,150M,150L,

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170A,170B,172A,172B,172C,172D,172E,172G,172F (USAF T-41A),172H (USAF T-41A),172I,172K,172L,172M,172N,172P,172Q,172R,172RG,172S,175A,175B,175C,177A,177B,180A,180B,180C,180D,180F,180E,180G,180H,180J,180K,182A,182B,182C,182D,182E,182F,182G,182H,182J,182K,182L,182M,182N,182P,182Q,182R,182S,182T,185A,185B,185C,185D,185E,188A,188B,188C,18D,18S (Army C-45C),1900C,1900C (C-12J),1900D,195B,19A,200C,200CT,200T,206H,207A,210-5 (205),210-5A (205A),210A,210B,210C,210D,210E,210F,210G,210H,210J,210K,210L,210M,210N,210R,300LW,320-1,320A,320B,320C,320D,320E,320F,337A,337B,337C,337D,337E,337F,337G,337H,340A,35-33,35-A33,35-B33,35-C33,35-C33A,35R,382B,382E,382G,382J,382F,3N,3NM,400A,400T,401A,401B,402A,402B,402C,411A,414A,421A,421B,421C,49-46,525A,525B,525C,560XL,56TC,58A,58P,58PA,58TCA,58TC,649-79,649A-79,65-80,65-88,65-90,65-A80,65-A80-8800,65-A90,65-A90-1,65-A90-2,65-A90-3,65-A90-4,65-B80,680A,707-100 Long Body,707-100B Long Body,707-200,707-300 Series,707-300C Series,707-400 Series,707-100B Short Body,707-300B Series,717-200,720 Series,727 Series,727-100C Series,727-200 Series,727-200F Series,727-100 Series,727C Series,737-100 Series,737-200 Series,737-200C Series,737-300 Series,737-400 Series,737-500 Series,737-600 Series,737-700 Series,737-700C Series,737-800 Series,737-900 Series,737-900ER Series,737-8200,737-8,737-9,747-100 Series,747-100B Series,747-100B SUD Series,747-200B Series,747-200C Series,747-200F Series,747-300 Series,747-400 Series,747-400D Series,747-400F Series,747SP Series,747SR Series,747-8 Series,747-8F Series,749-79,749A-79,75 (Army PT-13),757-200 Series,757-200CB Series,757-200PF Series,757-300 Series,767-2C Series,767-200 Series,767-300 Series,767-300F Series,767-400ER Series,777-200 Series,777-200LR Series,777-300 Series,777-300ER Series,777F Series,787-8,787-9,787-10,80-A,95-55,95-A55,95-B55,95-B55A,95-B55B,95-C55,95-C55A,99A,A100,A100-1 (U-21J),A100A,A100C,A150K,A150L,A150M,A152,A185E,A185F,A188,A188B,A188A,A18A,A18D,A200 (C-12A),A200 (C-

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12C),A200C (UC-12B),A200CT (C-12D),A200CT (C-12F),A200CT (FWC-12D),A200CT (RC-12D),A200CT (RC-12G),A200CT (RC-12H),A200CT (RC-12K),A200CT (RC-12P),A200CT (RC-12Q),A23,A23-19,A23A,A23-24,A24,A24R,A300 B2-1A,A300 B2-1C,A300 B2-203,A300 B2K-3C,A300 B4-2C,A300 B4-103,A300 B4-203,A300 B4-601,A300 B4-603,A300 B4-605R,A300 B4-620,A300 B4-622,A300 B4-622R,A300 C4-605R Variant F,A300 F4-605R,A300 F4-622R,A310-203,A310-204,A310-221,A310-222,A310-304,A310-322,A310-324,A310-325,A-314,A318-111,A318-112,A318-121,A318-122,A319-111,A319-112,A319-113,A319-114,A319-115,A319-131,A319-132,A319-133,A319-151N,A319-153N,A319-171N,A320-211,A320-212,A320-214,A320-216,A320-231,A320-232,A320-233,A320-251N,A320-252N,A320-253N,A320-271N,A320-272N,A320-273N,A321-111,A321-112,A321-131,A321-211,A321-212,A321-213,A321-231,A321-232,A321-251N,A321-251NX,A321-252N,A321-252NX,A321-253N,A321-253NX,A321-271N,A321-271NX,A321-272N,A321-272NX,A330-201,A330-202,A330-203,A330-223,A330-223F,A330-243,A330-243F,A330-301,A330-302,A330-303,A330-321,A330-322,A330-323,A330-341,A330-342,A330-343,A330-841,A330-941,A340-211,A340-212,A340-213,A340-311,A340-312,A340-313,A340-541,A340-642,A35,A350-941,A350-1041,A36,A36TC,A380-841,A380-842,A380-861,A45 (Military T-34A; B-45),A56TC,A65,A65-8200,A75 (Army PT-13A; -13B; -13C),A75J1 (Army PT-18),A75L3,A75L300,A75N1 (Army PT-17; -17A; Navy N2S-1; -4),A99,A99A,Army AT-11,Astra SPX,AT-6 (SNJ-2),AT-6A (SNJ-3),AT-6B,AT-6C (SNJ-4),AT-6D (SNJ-5),AT-6F (SNJ-6),ATR42-200,ATR42-300,ATR42-320,ATR42-500,ATR72-101,ATR72-102,ATR72-201,ATR72-202,ATR72-211,ATR72-212,ATR72-212A,Avro 146-RJ70A,Avro 146-RJ85A,Avro 146-RJ100A,B100,B19,B200,B200C,B200C (C-12F),B200C (C-12R),B200C (UC-12F),B200C (UC-12M),B200CGT,B200CT,B200GT,B200T,B23,B24R,B300,B300C,B300C (MC-12W),B300C (UC-12W),B35,B36TC,B50,B60,B75 (Navy N2S-5),B95,B95A,B99,BAC 1-11 400 Series,BAC 1-11 200 Series,BAe 146-100A,BAe 146-200A,BAe 146-300A,BAe.125 Series 800A,BAe.125 Series 800A (C-29A),BAe.125 Series 800A

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AD No.	Information	Manufacturer	Applicability

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

(U-125),BAe.125 Series 800B,BAe.125 Series 1000A,BAe.125 Series 1000B,BC-1A,BD-500-1A10,BD-500-1A11,BD-700-1A10,BD-700-1A11,BD-700-2A12,Beagle B.121 Series 1,Beagle B.121 Series 2,Beagle B.121 Series 3,BH.125 Series 400A,BH.125 Series 600A,C23,C24R,C35,C-45G,C-45H,C50,C54-DC,C54A-DC,C54B-DC,C54D-DC,C54G-DC,C54E-DC,C90,C90A,C90GT,C90GTi,C99,CL-215-1A10,CL-215-6B11 (CL-215T Variant),CL-215-6B11 (CL-415 Variant),CL-44J,CL-600-1A11 (CL-600),CL-600-2A12 (CL-601),CL-600-2B16 (CL-601-3A),CL-600-2B16 (CL-601-3R),CL-600-2B16 (CL-604),CL-600-2B19 (Regional Jet Series 100),CL-600-2B19 (Regional Jet Series 440),CL-600-2C10 (Regional Jet Series 700),CL-600-2C10 (Regional Jet Series 701),CL-600-2C10 (Regional Jet Series 702),CL-600-2C11 (Regional Jet Series 550),CL-600-2D15 (Regional Jet Series 705),CL-600-2D24 (Regional Jet Series 900),CL-600-2E25 (Regional Jet Series 1000),D18C,D18S,D35,D45 (Military T-34B),D50,D50A,D50B,D50C,D50E,D50E-5990,D55,D55A,D75N1 (Army PT-27),D95A,DC-10-10,DC-10-10F,DC-10-15,DC-10-30,DC-10-30F (KC-10A KDC-10),DC-10-40F,DC-10-40,DC3A-S1C3G,DC3A-S1CG,DC3A-S4C4G,DC3A-SC3G,DC3A-SCG,DC3C-R-1830-90C,DC3C-S1C3G,DC3C-SC3G,DC3C-S4C4G,DC3D-R-1830-90C,DC3-G102,DC3-G102A,DC3-G103A,DC3-G202A,DC-4,DC-6B,DC-7B,DC-7C,DC-6,DC-6A,DC-7,DC-8-11,DC-8-12,DC-8-21,DC-8-31,DC-8-32,DC-8-33,DC-8-41,DC-8-42,DC-8-43,DC-8-51,DC-8-52,DC-8-53,DC-8-55,DC-8-61,DC-8-61F,DC-8-62,DC-8-62F,DC-8-63,DC-8-63F,DC-8-71,DC-8-71F,DC-8-72,DC-8-72F,DC-8-73,DC-8-73F,DC-8F-54,DC-8F-55,DC-9-11,DC-9-12,DC-9-13,DC-9-14,DC-9-15,DC-9-15F,DC-9-21,DC-9-31,DC-9-32,DC-9-32 (VC-9C),DC-9-32F,DC-9-32F (C-9A),DC-9-32F (C-9B),DC-9-33F,DC-9-34,DC-9-34F,DC-9-41,DC-9-51,DC-9-81 (MD-81),DC-9-82 (MD-82),DC-9-83 (MD-83),DC-9-87 (MD-87),DH.125 Series 1A,DH.125 Series 1A-522,DH.125 Series 1A/R-522,DH.125 Series 1A/S-522,DH.125 Series 3A,DH.125 Series 3A/R,DH.125 Series 3A/RA,DH.125 Series 400A,DHC-2 Mk.I,DHC-2 Mk.II,DHC-2 Mk.III,DHC-4,DHC-4A,DHC-6-1,DHC-6-100,DHC-6-200,DHC-6-300,DHC-6-400,DHC-7-1,DHC-7-100,DHC-7-101,DHC-7-102,DHC-7-103,E17B (Army

SMALL AIRCRAFT

AD No.	Information	Manufacturer	Applicability

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

UC-43D),E17L,E18S,E18S-9700,E310H,E310J,E33,E33A,E33C,E35,E50,E55,E55A,E75 (Army PT-13D; Navy N2S-5; PT-13D/N2S-5),E75N1 (Army PT-13D; Navy N2S-5; PT-13D/N2S-5),E90,E95,EMB-110P1,EMB-110P2,EMB-120,EMB-120FC,EMB-120QC,EMB-120RT,EMB-120ER,EMB-135,EMB-135BJ (Legacy 600),EMB-135BJ (Legacy 650),EMB-135BJ,EMB-135ER,EMB-135KE,EMB-135KL,EMB-135LR,EMB-145EP,EMB-145ER,EMB-145LR,EMB-145MP,EMB-145MR,EMB-145XR,EMB-500,EMB-505,EMB-545,EMB-550,ERJ 170-100 LR,ERJ 170-100 SE,ERJ 170-100 STD,ERJ 170-100 SU,ERJ 170-200 LL,ERJ 170-200 LR,ERJ 170-200 STD,ERJ 170-200 SU,ERJ 190-100 ECJ,ERJ 190-100 IGW,ERJ 190-100 LR,ERJ 190-100 STD,ERJ 190-200 IGW,ERJ 190-200 LR,ERJ 190-200 STD,ERJ 190-300,ERJ 190-400,F150F,F150G,F150H,F150J,F150K,F150L,F150M,F152,F172D,F172E,F172F,F172G,F172H,F172K,F172L,F172M,F172N,F172P,F17D (UC-43C),F27 Mark 050,F27 Mark 100,F27 Mark 200,F27 Mark 300,F27 Mark 400,F27 Mark 500,F27 Mark 600,F27 Mark 700,F28 Mark 0070,F28 Mark 0100,F28 Mark 1000,F28 Mark 2000,F28 Mark 3000,F28 Mark 4000,F33,F33A,F33C,F337E,F337F,F337G,F337H,F35,F50,FA150K,FA150L,FA150M,FA152,Falcon 7X,Falcon 900EX,FALCON 2000,FALCON 2000EX,Falcon 10,Fan Jet Falcon,Fan Jet Falcon Series C,Fan Jet Falcon Series D,Fan Jet Falcon Series E,Fan Jet Falcon Series F,Fan Jet Falcon Series G,FP172D,FR172E,FR172F,FR172G,FR172H,FR172J,FR172K,FRA150L,FRA150M,FT337E,FT337F,FT337GP,FT337HP,G-1159,G-1159A,G-1159B,G18S,G33,G50,G58,G-IV,GIV-X,Gulfstream 100,Gulfstream 200,GV,GV-SP,GVI,GVII-G500,GVII-G600,H18,H35,H50,H90,Hawker 750,Hawker 800,Hawker 800 (U-125A),Hawker 800XP,Hawker 850XP,Hawker 900XP,Hawker 1000,HS 748 Series 2A,HS 748 Series 2B,HS.125 Series 1B,HS.125 Series 1B-522,HS.125 Series 1B/R-522,HS.125 Series 1B/S-522,HS.125 Series 3B,HS.125 Series 3B/R,HS.125 Series 3B/RA,HS.125 Series 3B/RB,HS.125 Series 3B/RC,HS.125 Series 400A,HS.125 Series 400B,HS.125 Series 400B/1,HS.125 Series 401B,HS.125 Series 403A(C),HS.125 Series 403B,HS.125 Series 600A,HS.125 Series 600B,HS.125 Series 600B/1,HS.125 Series

SMALL AIRCRAFT

AD No.	Information	Manufacturer	Applicability

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

			600B/2,HS.125 Series 600B/3,HS.125 Series 700A,HS.125 Series 700B,HS.125 Series F3B,HS.125 Series F3B/RA,HS.125 Series F400B,HS.125 Series F403B,HS.125 Series F600B,IB75A,J35,JRB-6,K35,L-1011-385-1,L-1011-385-1-14,L-1011-385-1-15,L-1011-385-3,LC40-550FG,LC40-550G,LC41-550FG,M19A,M337B,M35,MD-10-10F,MD-10-30F,MD-11,MD-11F,MD-88,MD-90-30,MU-300-10,MU-300,Mystere-Falcon 20 - C5,Mystere-Falcon 20 - D5,Mystere-Falcon 20 - E5,Mystere-Falcon 20 - F5,Mystere-Falcon 50,Mystere-Falcon 200,Mystere-Falcon 900,N35,Navy R6D-1,Navy R6D-1Z,P172D,P206,P206A,P206B,P206C,P206D,P206E,P210N,P210R,P337H,P35,R172E,R172F,R172G,R172H,R172J,R172K,R182,R4D-8,R4D-8Z,RC-45J,S18A,S18D,S35,SA18A,SA18D,SA-307B,SA-307B-1,SAAB 340B,340A (SAAB SF340A),SAAB 2000,SC-7 Skyvan Series 2,SC-7 Skyvan Series 3,SD17S,SD3-30,SD3-60,SD3-60 SHERPA,SD3-SHERPA,Super DC-3,T182,T182T,T188C,T206H,T207,T207A,T210F,T210G,T210H,T210J,T210K,T210L,T210M,T210N,T210R,T240,T310P,T310Q,T310R,T337B,T337C,T337D,T337E,T337F,T337G,T337H,T337H-SP,T-6G,TC-45G,TC-45H,TC-45J,TP206A,TP206B,TP206C,TP206D,TP206E,TR182,TU206A,TU206B,TU206C,TU206D,TU206E,TU206F,TU206G,U206,U206A,U206B,U206C,U206D,U206E,U206F,U206G,UC-45J,USAF C-118A,V35,V35A,V35B,12-B,140A,149-46,1649A-98,177RG,18A,195A,203-B,208B,247-D (Army C-73),300-50A-01 (USAF C-141A),3TM,402-2,45 (Military YT-34),720B Series,80-A1,99A (FACH),A60,ATP,B18S (Army F-2),B75N1 (Navy N2S-3),B90,BD-100-1A10 (Challenger 300),C18S,CL-44D4,D17A (Army UC-43F),D17R (Army UC-43A),D17S,DHC-3,Electra 10-E,F177RG,F90,FR182,G-159,G17S,G35,G36,Galaxy,Gulfstream G150,Gulfstream G280,HU-16D,J50,Jetstream Model 4101,LC42-550FG,NA-260,Navy SNB-1,O-47B,PC-24,S-307,S550,SE17B,SF17D,SNJ-7,Super Universal,T303,T-34C,TR-1
2023-10-05	R 2023–07–51	Leonardo S.p.a.	AB139,AW139
2023-11-03		Honda Aircraft Company LLC	HA-420

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 2022–02–01, Amendment 39–21898 (, January 14, 2022); and

Adding the following new airworthiness directive:

2023–09–07Sikorsky Aircraft Corporation: Amendment 39–22430; Docket No. FAA–2023–0018; Project Identifier AD–2022–00883–R.

(a) Effective Date

This airworthiness directive (AD) is effective June 29, 2023.

(b) Affected ADs

This AD replaces AD 2022–02–01, Amendment 39–21898 (, January 14, 2022) (AD 2022–02–01).

(c) Applicability

This AD applies to Sikorsky Aircraft Corporation Model S–92A helicopters, certificated in any category, with a main rotor stationary swashplate assembly (swashplate assembly) part number (P/N) 92104–15011–042 or P/N 92104–15011–043 installed.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by the discovery of a crack on the swashplate assembly inner ring. The FAA is issuing this AD to detect cracks that could result in fretting wear on the shoulder that supports the clamp-up of the uniball outer race. The unsafe condition, if not addressed, could result in failure of the swashplate assembly and subsequent loss of control of the helicopter.

(f) Compliance

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

(g) Definition

For the purposes of this AD, a “suspected crack” is a nick, scratch, or crack in the paint or primer that includes observable metallic base material.

(h) Required Actions

(1) For helicopters with swashplate assemblies identified in paragraph (c) of this AD that have accumulated 1,600 or more total hours time-in-service on the swashplate assembly, within 50 hours time-in-service (TIS) from February 18, 2022 (the effective date of AD 2022–02–01), and thereafter at intervals not to exceed 50 hours TIS, visually inspect the swashplate assembly for a crack, nick, dent, and scratch, by following the Accomplishment Instructions, Section 3, paragraph B. (except paragraphs B.(2)(a) through (c)) of Sikorsky S–92 Helicopter Alert Service Bulletin ASB 92–62–009, Basic Issue, dated February 6, 2019. If there is a crack, nick, dent, or scratch that exceeds the allowable limits, before further flight, remove the swashplate assembly from service.

(2) For helicopters with swashplate assemblies identified in paragraph (c) of this AD, within 50 hours TIS after the effective date of this AD, and thereafter at intervals not to exceed 50 hours TIS, visually inspect the swashplate assembly for surface discontinuities and suspected cracks by following the Accomplishment Instructions, Section 3., paragraphs B.(1) through (3), of Sikorsky S–92 Helicopter Alert Service Bulletin ASB 92–62–010, Basic Issue, dated January 26, 2022 (ASB 92–62–010). If there is any surface discontinuity or suspected crack, before further flight, remove the trunnion and accomplish an eddy current inspection (ECI) or fluorescent penetrant inspection (FPI) for a crack by accomplishing the actions in paragraph (h)(2)(i) or (ii) of this AD, as applicable.

(i) Accomplish an ECI by following the Accomplishment Instructions, Section 3, paragraphs C.(1) through (6), but not paragraph C.(6)(c)(1)., of ASB 92–62–010.

(ii) Accomplish an FPI by following the Accomplishment Instructions, Section 3, paragraphs D.(1) through (5), except paragraph D.(4), of ASB 92–62–010.

(3) For helicopters with a swashplate assembly identified in paragraph (c) of this AD certified for operation at a maximum gross weight of 26,500 lbs. that have accumulated 8,600 or more total hours TIS on the swashplate assembly, or certified for operation at a maximum gross weight of 27,700 lbs. that have accumulated 3,300 or more total hours TIS on the swashplate assembly, within 50 hours TIS after the effective date of this AD, and thereafter at intervals not to exceed 50 hours TIS, with the trunnion installed, accomplish an ECI or FPI of the uniball lower bore lip, uniball upper bore, and each trunnion mount bolt hole for a crack by accomplishing the actions in paragraph (h)(3)(i) or (ii) of this AD, as applicable.

(i) Accomplish an ECI by following the Accomplishment Instructions, Section 3, paragraphs C.(2) through (6), but not paragraph C.(6)(c)1., of ASB 92–62–010.

(ii) Accomplish an FPI by following the Accomplishment Instructions, Section 3, paragraphs D.(2), (3), and (5) of ASB 92–62–010.

(4) If there is a crack as a result of any of the inspections required by paragraph (h)(2) or (3) of this AD, before further flight, remove the swashplate assembly from service.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, East Certification Branch, Compliance & Airworthiness Division, 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 Jared Hyman, Aerospace Engineer, Airframe Section, East Certification Branch, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: (781) 238–7305; 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.

(3) The following service information was approved for IBR on June 29, 2023.

(i) Sikorsky S–92 Helicopter Alert Service Bulletin ASB 92–62–010, Basic Issue, dated January 26, 2022.

(ii) [Reserved]

(4) The following service information was approved for IBR on February 18, 2022 (, January 14, 2022).

(i) Sikorsky S–92 Helicopter Alert Service Bulletin ASB 92–62–009, Basic Issue, dated February 6, 2019.

(ii) [Reserved]

(5) For service information identified in this AD, contact a Sikorsky Field Representative or Sikorsky's Service Engineering Group at Sikorsky Aircraft Corporation, Mailstop K100, 124 Quarry Road, Trumbull, CT 06611; telephone 1–800–946–4337 (1–800-Winged-S); email: *;* website: *sikorsky360.com.*

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

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

Issued on May 8, 2023.

Michael Linegang,

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

[FR Doc. 2023–11136 Filed 5–24–23; 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:

2023–09–12Pilatus Aircraft Ltd.: Amendment 39–22435; Docket No. FAA–2023–0421; Project Identifier MCAI–2022–01360–A.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pilatus Aircraft Ltd. Model PC–12, PC–12/45, PC–12/47, and PC–12/47E airplanes, serial numbers 466, 467, 725, 861, 1032, 1052, 1082, 1115, 1232, 1411, 1428, 1439, 1530, 1541, 1663, 1725, and 1802, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 2197, Air Conditioning System Wiring.

(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 insufficient grounding of the vapor cycle cooling system (VCCS) compressor/condenser. The FAA is issuing this AD to address this condition. The unsafe condition, if not addressed, could, in the case of damage to the oxygen supply line, lead to an uncontrolled fire with damage to the airplane, and injury to the occupants.

(f) Compliance

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

(g) Required Actions

(1) Within 2 months after the effective date of this AD, inspect the power return and chassis grounding cable attachment points at frame 37, including the attachment parts, for physical and heat damage, de-lamination, and corrosion in accordance with steps (2) through (6) of Section 3.B. of the Accomplishment Instructions in Pilatus PC–12 Service Bulletin 21–016, dated August 15, 2022 (Pilatus PC–12 SB 21–016).

(2) If, during the inspection required by paragraph (g)(1) of this AD, any physical or heat damage, de-lamination, or corrosion as identified in steps (2) through (6) of Section 3.B. of the Accomplishment Instructions in Pilatus PC–12 SB 21–016 is detected, before further flight, repair using a method approved by the Manager, International Validation Branch, FAA; the European Union Aviation Safety Agency (EASA); or Pilatus's EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) Within 2 months after the effective date of this AD, modify the installation of the VCCS compressor /condenser power return cables and install an additional isolated VCCS chassis ground cable in accordance with Section 3.C. of the Accomplishment Instructions in Pilatus PC–12 SB 21–016. Where the service bulletin specifies discarding the stop angle, this AD requires removing the stop angle from service.

(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 2022–0212, dated October 18, 2022, for related information. This EASA AD may be found in the AD docket at *regulations.gov* under Docket No. FAA–2023–0421.

(2) For more information about this AD, contact Doug Rudolph, Aviation Safety Engineer, International Validation Branch, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (816) 329–4059; email: .

(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) Pilatus PC–12 Service Bulletin 21–016, dated August 15, 2022.

(ii) [Reserved]

(3) For service information identified in this AD, contact Pilatus Aircraft Ltd., Customer Support General Aviation, CH–6371 Stans, Switzerland; phone: +41 848 24 7 365; email: *;* website: *pilatus-aircraft.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 May 9, 2023.

Michael Linegang,

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

[FR Doc. 2023–11447 Filed 5–30–23; 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 (AD) 2021–23–12, Amendment 39–21810 (, December 9, 2021); and

Adding the following new AD:

2023–10–02Transport and Commuter Category Airplanes: Amendment 39–22438; Docket No. FAA–2022–1647; Project Identifier AD–2022–01379–T.

(a) Effective Date

This airworthiness directive (AD) is effective May 26, 2023.

(b) Affected ADs

This AD replaces AD 2021–23–12, Amendment 39–21810 (, December 9, 2021) (AD 2021–23–12).

(c) Applicability

This AD applies to all transport and commuter category airplanes equipped with a radio (also known as radar) altimeter. These radio altimeters are installed on various transport and commuter category airplanes including, but not limited to, the airplanes for which the design approval holder is identified in paragraphs (c)(1) through (18) of this AD.

(1) The Boeing Company

(2) Airbus SAS

(3) Bombardier Inc.

(4) Embraer S.A. (including type certificates previously held by Yaborã Indústria Aeronáutica S.A., which are now held by Embraer S.A.)

(5) Gulfstream Aerospace Corporation

(6) Gulfstream Aerospace LP

(7) Textron Aviation Inc.

(8) Pilatus Aircraft Limited

(9) Fokker Services B.V.

(10) Saab AB, Support and Services

(11) DeHavilland Aircraft of Canada Limited

(12) Airbus Canada Limited Partnership

(13) ATR–GIE Avions de Transport Régional

(14) MHI RJ Aviation ULC

(15) BAE Systems (Operations) Limited

(16) Lockheed Martin Corporation/Lockheed Martin Aeronautics Company

(17) Viking Air Limited

(18) Dassault Aviation

(d) Subject

Air Transport Association (ATA) of America Code 31, Indicating/Recording System; 34, Navigation.

(e) Unsafe Condition

This AD was prompted by determination that radio altimeters cannot be relied upon to perform their intended function if they experience interference from wireless broadband operations in the 3.7–3.98 GHz frequency band (5G C-Band). The FAA is issuing this AD because radio altimeter anomalies that are undetected by the automation or pilot, particularly close to the ground (*e.g.,* landing flare), could lead to loss of continued safe flight and landing. Additionally, radio altimeter anomalies could lead to increased flightcrew workload and flightcrew desensitization to warnings.

(f) Compliance

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

(g) Definitions

(1) For purposes of this AD, a "radio altimeter tolerant airplane" is one for which the radio altimeter, as installed, demonstrates the tolerances specified in paragraphs (g)(1)(i) and (ii) of this AD, using a method approved by the FAA. No actions are required by this AD for radio altimeter tolerant airplanes.

(i) Tolerance to radio altimeter interference, for the fundamental emissions (3.7–3.98 GHz), at or above the power spectral density (PSD) curve threshold specified in figure 1 to paragraph (g)(1)(i) of this AD.

Figure 1 to paragraph (g)(1)(i)- *Fundamental Effective Isotropic PSD at Outside Interface of Airplane Antenna*

(ii) Tolerance to radio altimeter interference, for the spurious emissions (4.2–4.4 GHz), at or above the PSD curve threshold specified in figure 2 to paragraph (g)(1)(ii) of this AD.

Figure 2 to paragraph (g)(1)(ii)- *Spurious Effective Isotropic PSD at Outside Interface of Airplane Antenna*

(2) For purposes of this AD, a “non-radio altimeter tolerant airplane” is one for which the radio altimeter, as installed, does not demonstrate the tolerances specified in paragraphs (g)(1)(i) and (ii) of this AD.

(h) Airplane Flight Manual (AFM) Revision Until June 30, 2023

For non-radio altimeter tolerant airplanes, before further flight, revise the Limitations Section of the existing AFM to include the information specified in figure 3 to paragraph (h) of this AD. This may be done by inserting a copy of figure 3 to paragraph (h) of this AD into the existing AFM. If an operator has complied with paragraph (g) of AD 2021–23–12, that action satisfies the requirements of this paragraph.

Figure 3 to paragraph (h)- *AFM Revision*

(i) AFM Revision After June 30, 2023

For non-radio altimeter tolerant airplanes, do the actions specified in paragraphs (i)(1) and (2) of this AD.

(1) On or before June 30, 2023, revise the Limitations Section of the existing AFM to include the information specified in figure 4 to paragraph (i) of this AD. This may be done by inserting a copy of figure 4 to paragraph (i) of this AD into the existing AFM. Incorporating the AFM revision required by this paragraph terminates the AFM revision required by paragraph (h) of this AD.

(2) Before further flight after incorporating the limitations specified in figure 4 to paragraph (i) of this AD, remove the AFM revision required by paragraph (h) of this AD.

Figure 4 to paragraph (i)- *AFM Revision for Non-Radio Altimeter Tolerant Airplanes*

(j) Terminating Action for AFM Limitations

(1) Modifying the airplane from a non-radio altimeter tolerant airplane to a radio altimeter tolerant airplane terminates the limitations in paragraph (i) of this AD for that airplane.

(2) After modifying the airplane to a radio altimeter tolerant airplane, the limitations specified by paragraph (i) of this AD may be removed from the AFM.

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Operational Safety 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 responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the Operational Safety 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 responsible Flight Standards Office.

(3) AMOCs approved for AD 2021–23–12 are approved as AMOCs for the requirements specified in paragraph (h) of this AD.

(l) Related Information

For more information about this AD, contact Brett Portwood, Continued Operational Safety Technical Advisor, COS Program Management Section, Operational Safety Branch, FAA, 3960 Paramount Boulevard, Lakewood, CA 90712–4137; phone: 817–222–5390; email: .

(m) Material Incorporated by Reference

None.

Issued on May 23, 2023.

Michael Linegang,

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

Footnotes

1. Locations of 5G CMAs can be found on the FCC's website at: .

2. This determination applies only to the unsafe condition identified in this AD, and not to the model-specific unsafe conditions addressed in AD 2022–02–16, AD 2022–03–05, AD 2022–03–20, AD 2022–04–05, AD 2022–05–04, AD 2022–06–16, AD 2022–09–18, AD 2023–03–06, and AD 2023–06–13. Copies of those ADs may be found on the FAA's Dynamic Regulatory System website at .

3. FCC Report and Order (R&O) FCC 20–22 in the Matter of Expanding Flexible Use of the 3.7–4.2 GHz Band, adopted February 28, 2020, and released March 3, 2020. This document is available in Docket No. FAA–2022–1647, and at .

4. A copy of the letter from AT&T, Verizon, T-Mobile, and UScellular dated March 31, 2023, documenting their voluntary commitments to transmit within mitigated parameters (hereinafter referred to as “voluntary commitments” or “voluntary agreement letter dated March 31, 2023”) is in Docket No. FAA–2022–1647 and can be found on the FCC's website at: .

5. See the FAA website *faa.gov/newsroom/faa-statements-5g.*

6. SBA Table of Size Standards. Effective March 17, 2023. .

BILLING CODE 6820–61–P

[FR Doc. 2023–11371 Filed 5–24–23; 11:15 am]

BILLING CODE 4910–13–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:

2023–10–05Leonardo S.p.a.: Amendment 39–22441; Docket No. FAA–2023–1049; Project Identifier AD–2023–00591–R.

(a) Effective Date

This airworthiness directive (AD) is effective June 7, 2023.

(b) Affected ADs

This AD replaces Emergency AD 2023–07–51, Project Identifier MCAI–2023–00551–R, issued on March 31, 2023.

(c) Applicability

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

(d) Subject

Joint Aircraft System Component (JASC) Code: 6200, Main Rotor System.

(e) Unsafe Condition

This AD was prompted by a report of excessive play of the bearing installed in a main rotor (M/R) pitch link upper rod end assembly. The FAA is issuing this AD to detect incorrect installation of the bearing. The unsafe condition, if not addressed, could result in a crack in the M/R pitch link upper rod end assembly, failure of the M/R pitch link upper rod end assembly, 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 Emergency AD 2023–0071–E, dated March 31, 2023 (EASA AD 2023–0071–E).

(h) Exceptions to EASA AD 2023–0071–E

(1) Where EASA AD 2023–0071–E refers to its effective date, this AD requires using the effective date of this AD.

(2) Where EASA AD 2023–0071–E requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(3) Where paragraph (1) of EASA AD 2023–0071–E states, "before next flight;" for this AD, replace that text with, "within four calendar days."

(4) Where paragraph (1) of EASA AD 2023–0071–E requires a dimensional check, this AD requires an inspection for a gap.

(5) Instead of complying with paragraph (2) of EASA AD 2023–0071–E, comply with the following: "As a result of the inspection required by paragraph (1) of EASA AD 2023–0071–E, for this AD, if there is any gap that measures 0.5 mm or more between the M/R pitch link upper rod end assembly bearing and the pitch control lever assembly on either side, before further flight, remove the affected part, as defined in EASA AD 2023–0071–E, from service and replace it with a serviceable part, as defined in EASA AD 2023–0071–E."

(6) Where paragraph (3) of EASA AD 2023–0071–E states, "Within 25 flight hours, or at the next removal of an affected part, whichever occurs first;" for this AD, replace that text with, "Within 25 hours time-in-service."

(7) This AD does not adopt the "Remarks" section of EASA AD 2023–0071–E.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2023–0071–E specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Special Flight Permits

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 §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 (l) of this AD. If sending information directly to the manager of the International Validation Branch, mail it to the address identified in paragraph (l) of this AD or email to: . If mailing information, also submit information by email.

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

(l) Additional Information

For more information about this AD, contact Dan McCully, Program Manager, International Validation Branch, FAA, 1600 Stewart Ave., Suite 410, Westbury, NY 11590; telephone (404) 474–5548; 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 the AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) Emergency AD 2023–0071–E, dated March 31, 2023.

(ii) [Reserved]

(3) For EASA AD 2023–0071–E, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email *;* internet *easa.europa.eu.* You may find the EASA material on the EASA website at *ad.easa.europa.eu.*

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

(5) You may view this 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 May 17, 2023.

Michael Linegang,

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

[FR Doc. 2023–10996 Filed 5–19–23; 11:15 am]

BILLING CODE 4910–13–P

PART 39-AIRWORTHINESS DIRECTIVES

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

[Amended]

The FAA amends §39.13 by:

Removing Airworthiness Directive 2022–18–03, Amendment 39–22154 (, September 2, 2022); and

Adding the following new airworthiness directive:

2023–11–03Honda Aircraft Company LLC: Amendment 39–22448; Docket No. FAA–2023–1204; Project Identifier AD–2023–00340–A.

(a) Effective Date

This airworthiness directive (AD) is effective June 16, 2023.

(b) Affected ADs

This AD replaces AD 2022–18–03, Amendment 39–22154 (, September 2, 2022) (AD 2022–18–03).

(c) Applicability

This AD applies to Honda Aircraft Company LLC Model HA–420 airplanes, serial numbers 42000011 through 42000179, 42000182, and 42000187, certificated in any category, with a windshield assembly installed that has a part number and serial number listed in table 5 of the Accomplishment Instructions in Honda Aircraft Company Alert Service Bulletin SB–420–56–002, Revision B, dated April 19, 2021 (Honda SB–420–56–002, Revision B).

(d) Subject

Joint Aircraft System Component (JASC) Code 3040, Windshield/Door Rain/Ice Removal.

(e) Unsafe Condition

This AD was prompted by a report of in-flight smoke and fire that initiated from the windshield heat power wire braid. The FAA is issuing this AD to prevent arcing of the windshield heat power wire braid, which could ignite the wire sheathing and sealant and the windshield acrylic. This condition, if not addressed, could lead to cockpit smoke and fire.

(f) Compliance

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

(g) Temporary Revisions to the Airplane Flight Manuals (AFMs) and Quick Reference Handbooks (QRHs)

(1) Within 15 days after the effective date of this AD, revise the existing AFM and QRH for your airplane by inserting the pages identified in the applicable temporary revisions listed in paragraphs (g)(1)(i) through (iv) of this AD.

(i) Honda Aircraft Company Temporary Revision TR 04A–1, dated 2020, for Airplane Flight Manual HJ1–29001–003–001 Rev C.

(ii) HondaJet Temporary Revision TR 04A–1, dated 2020, for Quick Reference Handbook HJ1–29000–007–001 Rev E.

(iii) Honda Aircraft Company Temporary Revision TR 04A–1, dated 2020, for Airplane Flight Manual HJ1–29000–003–001 Rev E.

(iv) HondaJet Temporary Revision TR 04A–1, dated 2020, for Quick Reference Handbook HJ1–29001–007–001 Rev C.

(2) The actions 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 through , and . The record must be maintained as required by , , or .

(h) Windshield Assembly Replacement

Within 24 months after September 22, 2022 (the effective date of AD 2022–18–03), for each windshield assembly with a part number and serial number listed in table 5 of the Accomplishment Instructions in Honda SB–420–56–002, Revision B, replace the windshield assembly in accordance with step (2) or (3) of the Accomplishment Instructions in Honda SB–420–56–002, Revision B.

(i) Removal of Revisions to the AFMs and QRHs

Before further flight after replacing the windshield assemblies required by paragraph (h) of this AD, remove the AFM and QRH pages that were required by paragraph (g) of this AD.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, East Certification 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 branch, send it to the attention of the person identified in paragraph (k) 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) AMOCs approved previously in accordance with AD 2022–05–13, Amendment 39–21965 (, March 14, 2022), are approved as AMOCs for the corresponding requirements in paragraph (g) of this AD.

(4) AMOCs approved previously in accordance with AD 2022–18–03 are approved as AMOCs for the corresponding requirements in paragraph (g) of this AD.

(5) For service information that contains steps that are labeled as “Required for Compliance” (RC), the following provisions apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

(ii) Steps not labeled as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

(k) Related Information

For more information about this AD, contact Bryan Long, Aviation Safety Engineer, FAA, 1701 Columbia Avenue, College Park, GA 30337; phone: (404) 474–5578; email: .

(l) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on September 22, 2022 (, September 2, 2022).

(i) Honda Aircraft Company Temporary Revision TR 04A–1, dated 2020, for Airplane Flight Manual HJ1–29000–003–001 Rev E.

(ii) Honda Aircraft Company Temporary Revision TR 04A–1, dated 2020, for Airplane Flight Manual HJ1–29001–003–001 Rev C.

(iii) HondaJet Temporary Revision TR 04A–1, dated 2020, for Quick Reference Handbook HJ1–29000–007–001 Rev E.

(iv) HondaJet Temporary Revision TR 04A–1, dated 2020, for Quick Reference Handbook HJ1–29001–007–001 Rev C.

(4) The following service information was approved for IBR on April 18, 2022 (, March 14, 2022).

(i) Honda Aircraft Company Alert Service Bulletin SB–420–56–002, Revision B, dated April 19, 2021.

(ii) [Reserved]

(5) For service information identified in this AD, contact Honda Aircraft Company LLC, 6430 Ballinger Road, Greensboro, NC 27410; phone: (336) 662–0246; website: *hondajet.com*.

(6) 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.

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

Issued on May 25, 2023.

Ross Landes,

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

[FR Doc. 2023–11636 Filed 5–31–23; 8:45 am]

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