

# **FEDERAL AVIATION ADMINISTRATION AIRWORTHINESS DIRECTIVES**

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

**BIWEEKLY 2024-03**

01/29/2024 - 02/11/2024



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

## SMALL AIRCRAFT

AD No.	Information	Manufacturer	Applicability
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Information Key: E- Emergency; COR - Correction; R - Replaces, A- Affects

### Biweekly 2024-01

2023-26-03		WACO Classic Aircraft Corporation	2T-1A-2
2024-01-52	E	Hélicoptères Guimbal	CABRI G2

### Biweekly 2024-02

2024-01-03	R 2023-01-07	GE Aviation Czech s.r.o.	H75-100, H75-200, H80, H80-100, H80-200, H85-100, H85-200
2024-02-55	E	Bell Textron Canada Limited	505

### Biweekly 2024-03

2024-01-11		Pacific Scientific Company Airbus Helicopters	Rotary Buckle Assembly
2024-01-52	R 2023-24-51	Hélicoptères Guimbal	CABRI G2

# 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:

**2024-01-11 Various Helicopters:** Amendment 39-22662; Docket No. FAA-2024-0034; Project Identifier AD-2023-01154-Q.

## (a) Effective Date

This airworthiness directive (AD) is effective February 15, 2024.

## (b) Affected ADs

None.

## (c) Applicability

This AD applies to all helicopters, certified in any category, with a restraint system with a Pacific Scientific Company rotary buckle assembly (buckle) part number (P/N) 1111475 (all dash numbers) or P/N 1111548-01 installed having a date of manufacture between January 2012 and September 2012 inclusive or an unknown date of manufacture. These buckles may be installed on, but not limited to, Airbus Helicopters model helicopters, certificated in any category.

## (d) Subject

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

## (e) Unsafe Condition

This AD was prompted by a report of a manufacturing defect in the screws used inside the buckle. The FAA is issuing this AD to prevent cracking and missing screw heads when under load. The unsafe condition, if not addressed, could result in a failure of the buckle to restrain the occupant.

## (f) Compliance

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

## (g) Required Actions

(1) For helicopters with buckle P/N 1111475 (all dash numbers), within 3 months after the effective date of this AD, inspect each buckle screw for cracked, loose, and missing screw heads by following the Accomplishment Instructions, paragraphs B.(1) and (2), of Parker Meggitt Service Bulletin (SB) 1111475-25-001-2023, Revision 001, dated December 1, 2023 (SB 1111475-25-001-2023 Rev 001).

(i) If any screw has a cracked, loose, or missing screw head, before further flight, replace the buckle with an airworthy buckle.

(ii) If none of the four screw heads are cracked, loose, or missing, before further flight, inspect each screw to determine if any screw has a Torx head by using one of the following methods in the Accomplishment Instructions of SB 1111475–25–001–2023 Rev 001: paragraph B.(4)(a) (Magnet Test); paragraph B.(4)(b) (Inspection); or paragraphs C.(2) through (4) (removing the buckle from the restraint system) and paragraphs D.(1)(a) through (d) (disassembling the buckle).

**Note 1 to paragraph (g)(1):** SB 1111475–25–001–2023 Rev 001 refers to a magnifying glass as an “eye loupe.”

(A) If none of the four screws have a Torx head, before further flight, reassemble the buckle (if necessary) by following the Accomplishment Instructions, paragraphs D.(1)(f) through (l), of SB 1111475–25–001–2023 Rev 001, and reidentify the buckle with “INS. A” by following the Accomplishment Instructions, paragraph B.(6), of SB 1111475–25–001–2023 Rev 001.

(B) If at least one of the four screws has a Torx head, before further flight, with the buckle removed, replace each Torx head screw with a hex head screw, reassemble the buckle, and reidentify the buckle with “MOD. A” by following the Accomplishment Instructions, paragraphs D.(1)(e) through (m), of SB 1111475–25–001–2023 Rev 001, except you are not required to return any parts to Parker Meggitt. If a screw head breaks off during disassembly, before further flight, replace the buckle with an airworthy buckle.

(2) For helicopters with buckle P/N 1111548–01, within 3 months after the effective date of this AD, inspect each buckle screw for cracked, loose, and missing screw heads by following the Accomplishment Instructions, paragraph B.(1), of Parker Meggitt SB 1111548–25–001–2023, Revision 001, dated December 1, 2023 (SB 1111548–25–001–2023 Rev 001).

(i) If any screw has a cracked, loose, or missing screw head, before further flight, replace the buckle with an airworthy buckle.

(ii) If none of the four screw heads are cracked, loose, or missing, before further flight, inspect each screw to determine which screws have a Torx head by using one of the following methods in the Accomplishment Instructions of SB 1111548–25–001–2023 Rev 001: paragraph B.(3)(a) (except use Figure 6 for placement of the shim tool and use Figure 5 to distinguish the screw head types) (Inspection); or paragraph C. (removing the buckle from the restraint system) and paragraphs D.(1)(a) through (c) (disassembling the buckle). Before further flight, with the buckle removed, replace each Torx head screw with a hex head screw, reassemble the buckle, and reidentify the buckle with “MOD. A” by following the Accomplishment Instructions, paragraphs D.(1)(d) through (m), of SB 1111548–25–001–2023 Rev 001, except you are not required to return any parts to Parker Meggitt. If a screw head breaks off during disassembly, before further flight, replace the buckle with an airworthy buckle.

**Note 2 to paragraph (g)(2):** SB 1111548–25–001–2023 Rev 001 refers to a magnifying glass as an “eye loupe.”

(3) As of the effective date of this AD, do not install a buckle identified in paragraph (c) of this AD on any helicopter unless the buckle is marked with “MOD. A” or “INS. A”.

## **(h) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, West 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 West Certification Branch, send it to the attention of the person identified in paragraph (i) 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.

## **(i) Additional Information**

For more information about this AD, contact David Kim, Aviation Safety Engineer, FAA, 3960 Paramount Boulevard, Lakewood, CA 90712; phone: (562) 627-5274; email: .

## **(j) Material Incorporated by Reference**

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

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

(i) Parker Meggitt Service Bulletin 1111475-25-001-2023, Revision 001, dated December 1, 2023.

(ii) Parker Meggitt Service Bulletin 1111548-25-001-2023, Revision 001, dated December 1, 2023.

(3) For service information identified in this AD, contact Parker Meggitt Services, 1785 Voyager Avenue, Simi Valley, CA 93063; phone: 877-666-0712; email: ; website: [meggitt.com/services\\_and\\_support/customer\\_experience/update-on-buckle-assembly-service-bulletins](http://meggitt.com/services_and_support/customer_experience/update-on-buckle-assembly-service-bulletins).

(4) 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.

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit or email .

Issued on January 18, 2024.

Victor Wicklund,

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

[ Filed 1-26-24; 4:15 pm ]

BILLING CODE 4910-13-P

# PART 39-AIRWORTHINESS DIRECTIVES

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

[Amended]

The FAA amends §39.13 by:

Removing Airworthiness Directive 2023–24–51, Amendment 39–22627 ( , December 13, 2023); and

Adding the following new airworthiness directive:

**2024–01–52 Hélicoptères Guimbal:** Amendment 39–22664; Docket No. FAA–2024–0037; Project Identifier MCAI–2024–00027–R.

## (a) Effective Date

The FAA issued Emergency Airworthiness Directive (AD) 2024–01–52 on January 9, 2024, directly to affected owners and operators. As a result of such actual notice, that emergency AD was effective for those owners and operators on the date it was provided. This AD contains the same requirements as that emergency AD and, for those who did not receive actual notice, is effective on February 21, 2024.

## (b) Affected ADs

This AD replaces AD 2023–24–51, Amendment 39–22627 ( , December 13, 2023).

## (c) Applicability

This AD applies to Hélicoptères Guimbal Model Cabri G2 helicopters, certificated in any category.

## (d) Subject

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

## (e) Unsafe Condition

This AD was prompted by reports of a crack in the pilot cyclic stick base. The FAA is issuing this AD to detect a cracked pilot or co-pilot cyclic stick base. The unsafe condition, if not addressed, could result in failure of the pilot or co-pilot cyclic stick base 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 paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) Emergency AD 2024-0007-E, dated January 8, 2024 (EASA AD 2024-0007-E).

## **(h) Exceptions to EASA AD 2024-0007-E**

(1) Where EASA AD 2024-0007-E defines “the SB,” this AD requires using Guimbal Mandatory Service Bulletin SB 23-006, Revision D, dated January 5, 2024.

(2) Where EASA AD 2024-0007-E refers to its effective date, this AD requires using the effective date of this AD.

(3) Where EASA AD 2024-0007-E requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(4) Where Table 1 in EASA AD 2024-0007-E states, “During next maintenance check without exceeding 205 FH,” for this AD, replace that text with, “Within 205 hours time-in-service.”

(5) Where Note (1) of EASA AD 2024-0007-E states, “For the initial inspection, a single ferry flight without passengers is allowed to a maintenance location, where the actions required by this AD can be accomplished,” for this AD, replace that text with, “For the initial inspection, a single special flight permit may be issued in accordance with and to a maintenance location where the actions required by this AD can be accomplished, provided there are no passengers onboard.”

(6) Where the service information referenced in EASA AD 2024-0007-E states performing a dye-penetrant inspection, this AD does not require that action.

(7) Instead of complying with paragraphs (2) and (3) of EASA AD 2024-0007-E and paragraph (d) of the service information referenced in EASA AD 2024-0007-E, for this AD, comply with the following: “As a result of an inspection required by paragraph (1) of EASA AD 2024-0007-E, if there is a crack, before further flight, remove the affected part, as defined in EASA AD 2024-0007-E, from service and replace it with a serviceable part, as defined in EASA AD 2024-0007-E, in accordance with a method approved by the Manager, International Validation Branch, FAA; or EASA; or Hélicoptères Guimbal EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.”

(8) This AD does not adopt the “Remarks” section of EASA AD 2024-0007-E.

## **(i) Alternative Methods of Compliance (AMOCs)**

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

## **(j) Additional Information**

For more information about this AD, contact Matthew Bryant, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; 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) European Union Aviation Safety Agency (EASA) Emergency AD 2024–0007–E, dated January 8, 2024.

(ii) Guimbal Mandatory Service Bulletin SB 23–006, Revision D, dated January 5, 2024.

(3) For EASA Emergency AD 2024–0007–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) For Guimbal service information identified in this AD, contact Hélicoptères Guimbal, 1070, rue du Lieutenant Parayre, Aérodrome d'Aix-en-Provence, 13290 Les Milles, France; phone 33–04–42–39–10–88; email ; or at *guimbal.com*.

(5) 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.

(6) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit or email .

Issued on February 1, 2024.

Victor Wicklund,

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

[ Filed 2–2–24; 4:15 pm ]

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