FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

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

BIWEEKLY 2024-05

02/26/2024 - 03/10/2024

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

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

Biweekly 2024-04

2024-02-01		Airbus Helicopters	EC225LP
2024-02-04	R 2021-13-07	GE Aviation Czech s.r.o.	M601E-11, M601E-11A, M601E-11AS, M601E-11S
2024-04-51	E	Pratt & Whitney Canada Corp.	PT6A-64, PT6A-66, PT6A-66A, PT6A-66B, PT6A-66D, PT6A-67, PT6A-67A, PT6A-67AF, PT6A-67AG, PT6A-67B, PT6A-67D, PT6A-67F, PT6A-67P, PT6A-67R, PT6A-67RM, PT6A-67T, PT6A-68, PT6A-68D, PT6E-66XT, PT6E-67XP

Biweekly 2024-05

2024-02-55		Bell Textron Canada Limited	505
2024-04-02		Robinson Helicopter Company	R22, R22 ALPHA, R22 BETA, R22 MARINER, R44, R44 II, R66
2024-04-10		Airbus Helicopters Deutschland GmbH (AHD)	EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2+/EC635T2+, EC135T3, EC635T2+, EC135T2
2024-05-01		Austro Engine GmbH	E4, E4P
2024-05-51	E	General Electric Company Delta Enterprise LLC Heliqwest International Inc. Pickering Aviation Inc. SIXTYHAWK TC LLC CAPITOL HELICOPTERS INC Central Copters Inc. Sikorsky Aircraft Corporation ACE Aeronautics LLC Billings Flying Service Inc. Blackhawk Mission Equipment Carson Helicopters Inc. High Performance Helicopters Corp.	CT7-2E1, CT7-2F1, CT7-8A, CT7-8E, CT7-8F5, EH-60A, HH-60L, S-70, S-70A, S-70C, S-70C(M), S-70C(M1), S-70M, UH-60A, CT7-8, CT7-2D, CT7-2D1

SMALL AIRCRAFT

AD No.	Information	Manufacturer	Applicability

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

Northwest Rotorcraft LLC	CT7-2E1, CT7-2F1, CT7-8A, CT7-8E, CT7-8F5,
PJ Helicopters Inc	EH-60A, HH-60L, S-70, S-70A, S-70C, S-70C(M),
Reeder Flying Service Inc.	S-70C(M1), S-70M, UH-60A, CT7-8, CT7-2D,
SKYDANCE BLACKHAWK OPERATIONS LLC	CT7-2D1
Timberline Helicopters Inc.	
Unical Air Inc.	

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:

2024–02–55Bell Textron Canada Limited: Amendment 39–22674; Docket No. FAA–2024–0226; Project Identifier MCAI–2024–00069–R.

(a) Effective Date

The FAA issued Emergency Airworthiness Directive (AD) 2024–02–55 on January 26, 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 March 14, 2024.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bell Textron Canada Limited Model 505 helicopters, certificated in any category, as identified in Transport Canada Emergency AD CF–2024–03, dated January 25, 2024 (Transport Canada AD CF–2024–03).

(d) Subject

Joint Aircraft System Component (JASC) Code: 5532 Vertical stabilizer, plates/skin.

(e) Unsafe Condition

This AD was prompted by multiple occurrences of the vertical stabilizer top end cap assembly being found cracked, with some cases including the departure of the navigation/very high frequency omni-directional range (VOR)/glide slope antenna and tuning weight from the helicopter during flight. The FAA is issuing this AD to detect cracking on the vertical stabilizer top end cap assembly. The unsafe condition, if not addressed, could result in the antenna or tuning weight departing from the helicopter and impacting and damaging the tail rotor, resulting in the loss of directional 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, Transport Canada AD CF–2024–03.

(h) Exceptions to Transport Canada AD CF–2024–03

(1) Where Transport Canada AD CF–2024–03 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where Transport Canada AD CF–2024–03 refers to "air time," this AD requires replacing those words with "hours time-in-service."

(i) Special Flight Permits

Special flight permits are prohibited.

(j) Alternative Methods of Compliance (AMOCs)

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

(k) Related Information

For more information about this AD, contact Dan McCully, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone (404) 474–5548; email .

(l) Material Incorporated by Reference

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

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

(i) Transport Canada Emergency AD CF–2024–03, dated January 25, 2024.

(ii) [Reserved]

(3) For Transport Canada Emergency AD CF–2024–03, contact Transport Canada National Aircraft Certification, 159 Cleopatra Drive, Nepean, Ontario, K1A 0N5, Canada; phone 888–663–3639; email *;* internet *tc.canada.ca/en/aviation.* You may find the Transport Canada material on the Transport Canada website at *wwwapps.tc.gc.ca/Saf-Sec-Sur/2/cawis-swimn/ad_qs1.aspx.*

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

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

Issued on February 23, 2024.

Caitlin Locke,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[Filed 2–26–24; 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 adding the following new airworthiness directive:

2024–04–02Robinson Helicopter Company: Amendment 39–22681; Docket No. FAA–2023–2232; Project Identifier AD–2023–00943–R.

(a) Effective Date

This airworthiness directive (AD) is effective April 2, 2024.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the Robinson Helicopter Company helicopters, certificated in any category, identified in paragraphs (c)(1) through (3) of this AD.

(1) Model R22, R22 Alpha, R22 Beta, and R22 Mariner helicopters with tail rotor blade (TRB) part number (P/N) A029–2 with TRB serial numbers (S/N) up to 11279 inclusive (P/N A029–2 REV A through U inclusive), installed;

(2) Model R44 and R44 II helicopters with TRB P/N C029–3 with TRB S/N up to 14329 inclusive (P/N C029–3 REV A through Q inclusive), installed; and

(3) Model R66 helicopters with TRB P/N F029–1 with TRB S/N up to 3099 inclusive (P/N F029–1 REV A through F inclusive), installed.

(d) Subject

Joint Aircraft System Component (JASC) Code 6410, Tail Rotor Blades.

(e) Unsafe Condition

This AD was prompted by reports of helicopters losing a TRB tip cap. The FAA is issuing this AD to detect and prevent TRB tip cap failures. The unsafe condition, if not addressed, could result in increased vibrations, reduced controllability, and subsequent loss of control of the helicopter.

(f) Compliance

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

(g) Required Actions

(1) Within 10 hours time-in-service (TIS) after the effective date of this AD and thereafter before the first flight of each day, visually check each TRB tip cap area (at and adjacent to the tip cap bond line on each surface and edge of the TRB) for an exposed tip cap bond line or bubbled paint, as depicted in Figure 1 to paragraph (g)(1) of this AD. These items may indicate evidence of corrosion. The owner/operator (pilot) holding at least a private pilot certificate may accomplish this TRB tip cap check and must enter compliance with this paragraph of the AD into the helicopter maintenance records in accordance with and . The record must be maintained as required by , , or .

Figure 1 to Paragraph (g)(1)-TRB Tip Cap Check/Inspection

(2) Within 100 hours TIS or during the next 100 hour or annual inspection after the effective date of this AD, whichever occurs first, and thereafter at intervals not to exceed 100 hours TIS or during the next 100 hour or annual inspection, whichever occurs first, visually inspect each TRB tip cap area (at and adjacent to the tip cap bond line on each surface and edge of the TRB) for evidence of corrosion, which may be indicated by an exposed tip cap bond line or bubbled paint, as depicted in Figure 1 to paragraph (g)(1) of this AD.

(3) As a result of the actions required by either paragraph (g)(1) or (2) of this AD, if there is evidence of corrosion, an exposed tip cap bond line, or bubbled paint, before further flight, remove all of the corrosion.

Note 1 to paragraph (g)(3): Robinson Helicopter Company R22 Service Letter SL–93, R44 Service Letter SL–82, and R66 Service Letter SL–40, each dated June 30, 2021 (co-published as one document), provide information regarding removing corrosion from TRBs.

(4) Within 10 months of the effective date of this AD, remove all TRBs identified in paragraph (c) of this AD from service.

(5) As of 10 months after the effective date of this AD, do not install a TRB identified in paragraph (c) of this AD on any helicopter.

(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)(1) of this AD. Information may be emailed to: .

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

(i) Additional Information

(1) For more information about this AD, contact James Guo, Aviation Safety Engineer, FAA, 3960 Paramount Boulevard, Lakewood, CA 90712; phone: (562) 627–5357; email: .

(2) For service information identified in this AD that is not incorporated by reference, contact Robinson Helicopter Company, Technical Support Department, 2901 Airport Drive, Torrance, CA 90505; phone (310)

539–0508; fax (310) 539–5198; email *;* or website *robinsonheli.com.* 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.

(j) Material Incorporated by Reference

None.

Issued on February 13, 2024.

Victor Wicklund,

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

[Filed 2–26–24; 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:

2024–04–10Airbus Helicopters Deutschland GmbH (AHD): Amendment 39–22689; Docket No. FAA–2024–0453; Project Identifier MCAI–2024–00068–R.

(a) Effective Date

This airworthiness directive (AD) is effective March 19, 2024.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Helicopters Deutschland GmbH (AHD) Model EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T2, EC135T3, and EC635T2+ helicopters, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code: 6410, Tail Rotor Blades.

(e) Unsafe Condition

This AD was prompted by a report of a separated tail rotor (T/R) blade due to a crack which was caused by intergranular corrosion. The FAA is issuing this AD to detect and address cracks in affected T/R blades. The unsafe condition, if not addressed, could result in separation of a T/R blade assembly and subsequent reduced control of the helicopter.

(f) Compliance

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

(g) Requirements

Except as specified in paragraphs (h) and (i) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) Emergency AD 2024–0028–E, dated January 25, 2024 (EASA AD 2024–0028–E).

(h) Exceptions to EASA AD 2024–0028–E

(1) Where EASA AD 2024–0028–E states “flight hours (FH)” and “FH;” for this AD, replace that text with “hours time-in-service (TIS).”

(2) Where EASA AD 2024–0028–E refers to its effective date, this AD requires using the effective date of this AD.

(3) Where paragraph (1) of EASA AD 2024–0028–E states “Before an affected part exceeds 685 FH since first installation on a helicopter, or within 10 FH after the effective date of this AD, whichever occurs later;” for this AD, replace that text with “Before an affected part, as defined in EASA AD 2024–0028–E, accumulates 685 total hours TIS, or within 10 hours TIS after the effective date of this AD, whichever occurs later, and if the total hours TIS accumulated on an affected part, as defined in EASA AD 2024–0028–E, is unknown, before further flight after the effective date of this AD.”

(4) Where paragraph (2) of EASA AD 2024–0028–E states “following the installation of an affected part, having accumulated 685 FH or more since first installation on a helicopter, inspect that affected part in accordance with the instructions of the ASB within the interval as defined in Table 2 of this AD, as applicable. Thereafter, that affected part must be inspected as required by paragraph (1) of this AD;” for this AD, replace that text with “do not install an affected part, as defined in EASA AD 2024–0028–E, unless that affected part has been inspected in accordance with the instructions of the ASB as specified in paragraph (h)(4)(i) or (ii) of this AD, as applicable.

(i) For an affected part that has accumulated 685 or more total hours TIS since first installation on any helicopter, before further flight after the effective date of this AD, inspect that affected part unless already done within the interval as defined in Table 2 of EASA AD 2024–0028–E, as applicable, and thereafter inspect that affected part within the interval as defined in Table 1 of EASA AD 2024–0028–E, as applicable.

(ii) For an affected part that has accumulated an unknown number of total hours TIS, before further flight after the effective date of this AD, inspect that affected part and thereafter inspect that affected part within the interval as defined in Table 1 of EASA AD 2024–0028–E, as applicable.”

(5) Instead of complying with paragraph (3) of EASA AD 2024–0028–E, for this AD, comply with the following: “As a result of an inspection required by paragraphs (1) or (2) of EASA AD 2024–0028–E, if there is a crack, before further flight, remove the affected part, as defined in EASA AD 2024–0028–E, from service and replace it with a serviceable part, as defined in EASA AD 2024–0028–E, by following the instructions of the ASB.”

(6) Where the service information referenced in EASA AD 2024–0028–E specifies “Examine the TRB (1) within the AFFECTED AREA (2) for cracks with one of the following methods;” for this AD, replace that text with “Examine the TRB (1) within the AFFECTED AREA (2) for any crack by following Method C or Method D.”

Note 1 to paragraph (h)(6): This note applies to paragraphs (h)(6) and (7) of this AD. Advisory Circular 65–31B contains examples of FAA-acceptable Level II and Level III qualification standards criteria for inspection personnel doing nondestructive test inspections.

(7) Where the service information referenced in EASA AD 2024–0028–E specifies performing an eddy current inspection or a fluorescent penetrant inspection (FPI), this AD requires an eddy current inspection or FPI performed by a Level II or Level III inspector certified in the FAA-acceptable standards for nondestructive inspection personnel.

(8) This AD does not adopt the “Remarks” section of EASA AD 2024–0028–E.

(i) No Reporting or Return of Parts

Although the service information referenced in EASA AD 2024–0028–E specifies to submit certain information and send removed parts to the manufacturer, this AD does not include those actions.

(j) Alternative Methods of Compliance (AMOCs)

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

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

(k) Related Information

For more information about this AD, contact Dan McCully, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; telephone (303) 342–1080; email .

(l) Material Incorporated by Reference

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

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

(i) European Union Aviation Safety Agency (EASA) Emergency AD 2024–0028–E, dated January 25, 2024.

(ii) [Reserved]

(3) For EASA AD 2024–0028–E, contact Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email *;* website *easa.europa.eu.* You may find the EASA material on the EASA website *ad.easa.europa.eu.*

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

Issued on February 23, 2024.

Caitlin Locke,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[Filed 2–29–24; 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 adding the following new airworthiness directive:

2024–05–01Austro Engine GmbH: Amendment 39–22691; Docket No. FAA–2024–0456; Project Identifier MCAI–2024–00084–E.

(a) Effective Date

This airworthiness directive (AD) is effective March 11, 2024.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Austro Engine GmbH Model E4 and E4P engines with one of the following:

(1) An engine serial number or engine core serial number specified in Table 1 of Austro Engine GMBH Mandatory Service Bulletin No. MSB–E4–042, Revision 0, dated January 31, 2024 (MSB–E4–042), or;

(2) An engine serial number or engine core serial number specified in Table 2 of MSB–E4–042.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of engine failures and the determination that certain batches of cap screws, installed on the inner main bearing positions of the engine, were manufactured at the lower end of the material strength tolerance. The FAA is issuing this AD to prevent piston failure. The unsafe condition, if not addressed, could result in engine failure, reduced control of the airplane, and for single engine airplanes, an emergency landing, possibly resulting in damage to the airplane and injury to occupants.

(f) Compliance

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

(g) Required Actions

(1) For engines or engine cores identified in paragraph (c)(1) of this AD, before further flight after the effective date of this AD, remove each cap screw, installed on the inner main bearing positions of the engine, from service and replace it with a part eligible for installation in accordance with paragraph 2.3, “Main Bearing Screws Replacement” of Austro Engine GmbH Work Instruction WI–MSB–E4–042, Revision 0, dated February 2, 2024 (WI–MSB–E4–042).

(2) For engines or engine cores identified in paragraph (c)(2) of this AD, remove each cap screw, installed on the inner main bearing positions of the engine, from service and replace it with a part eligible for installation in accordance with paragraph 2.3, “Main Bearing Screws Replacement” of WI–MSB–E4–042, at the compliance times referenced in paragraph (g)(2)(i) or (ii) of this AD, whichever occurs first:

(i) Within 300 flight hours after first installation on an airplane or since last overhaul, as applicable, or before further flight after the effective date of this AD, whichever occurs later.

(ii) At the next scheduled engine maintenance, after the effective date of this AD.

(h) Installation Prohibition

(1) As of the effective date of this AD, do not install an engine core, having a serial number specified in Table 1 or Table 2 of MSB–E4–042, on any engine, unless the cap screws installed on the inner main bearing positions of that engine core have been replaced with parts eligible for installation in accordance with paragraph 2., Technical Details of MSB–E4–042.

(2) As of the effective date of this AD, do not install cap screws having part number (P/N) E4A–10–100–201 on the inner main bearing positions of any engine.

(i) Definitions

For the purposes of this AD:

(1) A part eligible for installation is a cap screw, class 12.9, having P/N E4A–10–100–202.

(2) The inner main bearing positions are engine bearing positions 3 through 8 inclusive, as shown in Figure 1, “Main bearing cap screws to be replaced.” of MSB–E4–042.

(j) Special Flight Permits

A special flight permit may be issued in accordance with and to permit a single ferry flight to a location where the actions required by this AD can be accomplished, provided that the flight is accomplished without passengers and does not exceed 3 flight hours.

(k) Alternative Methods of Compliance (AMOCs)

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

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

(l) Additional Information

(1) Refer to European Union Aviation Safety Agency (EASA) AD 2024–0037R1, dated February 6, 2024, for related information. This EASA AD may be found in the AD docket at *regulations.gov* under Docket No. FAA–2024–0456.

(2) For more information about this AD, contact Barbara Caufield, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (781) 238–7146; 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) Austro Engine GMBH Mandatory Service Bulletin No. MSB–E4–042, Revision 0, dated January 31, 2024.

(ii) Austro Engine GmbH Work Instruction WI–MSB–E4–042, Revision 0, dated February 2, 2024.

(3) For service information identified in this AD, contact Austro Engine GmbH, Rudolf-Diesel-Strasse 11, A–2700 Weiner Neustadt, Austria; phone: +43 2622 23000; website: *austroengine.at.*

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

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

Issued on February 27, 2024.

Victor Wicklund,

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

[Filed 2–29–24; 11:15 am]

BILLING CODE 4910–13–P

FAA
Aviation Safety

EMERGENCY AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/

DATE: February 29, 2024
AD #: 2024-05-51

Emergency Airworthiness Directive (AD) 2024-05-51 is sent to owners and operators of General Electric Company (GE) Model CT7-2E1, CT7-2F1, CT7-8A, CT7-8E, CT7-8F5 engines, and various restricted category helicopters with GE Model T700-GE-700, -701A, -701C, -701D/CC, -701D, -401, -401C, CT7-2D or CT7-2D1 engines installed.

Background

This emergency AD was prompted by at least four reports of failures of the torque reference tube magnetic insert braze joint of the power turbine drive shaft assembly within the last several months. This condition, if not addressed, could result in improper torque and engine speed indications, which in combination with specific phases of flight, could create an unacceptably high flight crew workload in maintaining control of the aircraft, and result in consequent loss of control of the aircraft.

Relevant Service Information

The FAA reviewed GE Alert Service Bulletin (ASB) CT7-2E1 S/B 72-A0034, dated February 26, 2024, and GE ASB CT7-8 S/B 72-A0118, Revision 01, dated February 26, 2024, which, among other actions, specify procedures for a phase array ultrasonic inspection of the torque reference tube magnetic insert braze joint of the power turbine drive shaft assembly for inadequate braze coverage. This service information also specifies repair or replacement of the power turbine drive shaft assembly if necessary.

FAA's Determination

The FAA is issuing this AD because the agency has determined the unsafe condition described previously is likely to exist or develop in other products of these same type designs.

AD Requirements

This AD requires a phase array ultrasonic inspection of the torque reference tube magnetic insert braze joint of the power turbine drive shaft assembly for inadequate braze coverage, and repair or replacement of the power turbine drive shaft assembly if necessary.

Interim Action

The FAA considers this AD to be an interim action. The manufacturer is currently investigating the root cause of the unsafe condition identified in this AD. If final action is later identified, the FAA might consider further rulemaking.

Justification for Immediate Adoption and Determination of the Effective Date

Section 553(b)(3)(B) of the Administrative Procedure Act (APA) (5 U.S.C. 551 *et seq.*) authorizes agencies to dispense with notice and comment procedures for rules when the agency, for

"good cause," finds that those procedures are "impracticable, unnecessary, or contrary to the public interest." Under this section, an agency, upon finding good cause, may issue a final rule without providing notice and seeking comment prior to issuance. Further, section 553(d) of the APA authorizes agencies to make rules effective in less than thirty days, upon a finding of good cause.

An unsafe condition exists that requires the immediate adoption of this emergency AD to all known U.S. owners and operators of these engines. The FAA has found that the risk to the flying public justifies foregoing notice and comment prior to adoption of this rule because failure of the torque reference tube magnetic insert braze joint of the power turbine drive shaft assembly could result in improper torque and engine speed indications, which in combination with specific phases of flight, could create an unacceptably high flight crew workload in maintaining control of the aircraft, and result in consequent loss of control of the aircraft. Since this condition happens rapidly and without warning, the inspection and any necessary repair or replacement must be accomplished before further flight. Thus, the FAA has determined that the affected torque reference tube magnetic insert braze joint of the power turbine drive shaft assembly must be inspected, and repaired or replaced if necessary, before further flight. Accordingly, notice and opportunity for prior public comment are impracticable and contrary to the public interest pursuant to 5 U.S.C. 553(b)(3)(B).

In addition, the FAA finds that good cause exists pursuant to 5 U.S.C. 553(d) for making this amendment effective in less than 30 days, for the same reasons the FAA found good cause to forego notice and comment.

Authority for this Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, Section 106, describes the authority of the FAA Administrator. Subtitle VII, Aviation Programs, describes in more detail the scope of the Agency's authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701, General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Presentation of the Actual AD

The FAA is issuing this AD under 49 U.S.C. Section 44701 according to the authority delegated to me by the Administrator.

2024-05-51 General Electric Company, and Various Restricted Category Helicopters: Project Identifier AD-2024-00139-E,R.

(a) Effective Date

This emergency AD is effective upon receipt.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the following products:

(1) General Electric Company (GE) Model CT7-2E1, CT7-2F1, CT7-8A, CT7-8E, CT7-8F5 engines, with any power turbine (PT) drive shaft assembly part number 5123T91G01, 5123T91G02, and 5128T51G01 installed, and the following conditions:

(i) A PT drive shaft assembly with less than 100 hours-time since new (TSN) or 100 hours-time since replacement (TSR) of the torque reference tube, as applicable, as of the effective date of this AD; and

(ii) An engine serial number, PT module serial number, or PT shaft assembly serial number listed in GE Alert Service Bulletin (ASB) CT7-2E1 S/B 72-A0034, dated February 26, 2024 (CT7-2E1 S/B 72-A0034); or GE ASB CT7-8 S/B 72-A0118, Revision 01, dated February 26, 2024 (CT7-8 S/B 72-A0118, Revision 01).

(2) Restricted category helicopters specified in paragraphs (c)(2)(i) through (ix) of this AD, with GE Model T700-GE-700, -701A, -701C, -701D/CC, -701D, -401, -401C, CT7-2D or CT7-2D1 engines installed, with a PT drive shaft assembly that was installed in the engine after January 1, 2020 and has less than 100 hours-TSN or 100 hours-TSR, as applicable. PT drive shaft assemblies manufactured or repaired after January 1, 2024 are not affected by this AD.

(i) Model EH-60A helicopters; current type certificate holders include, but are not limited to, Delta Enterprise; Heliqwest International Inc.; Pickering Aviation, Inc.; and Sixtyhawk TC, LLC.

(ii) Model HH-60L helicopters; current type certificate holders include, but are not limited to, Capitol Helicopters Inc.; Central Copters Inc.; and Sixtyhawk TC, LLC.

(iii) Model S-70 helicopters; current type certificate holders include, but are not limited to, Sikorsky Aircraft Corporation.

(iv) Model S-70A helicopters; current type certificate holders include, but are not limited to, Sikorsky Aircraft Corporation.

(v) Model S-70C helicopters; current type certificate holders include, but are not limited to, Sikorsky Aircraft Corporation.

(vi) Model S-70C(M) helicopters; current type certificate holders include, but are not limited to, Sikorsky Aircraft Corporation.

(vii) Model S-70C(M1) helicopters; current type certificate holders include, but are not limited to, Sikorsky Aircraft Corporation.

(viii) Model S-70M helicopters; current type certificate holders include, but are not limited to, Sikorsky Aircraft Corporation.

(ix) Model UH-60A helicopters; current type certificate holders include, but are not limited to, ACE Aeronautics LLC; Billings Flying Service, Inc; Blackhawk Mission Equipment; Capitol Helicopters Inc.; Carson Helicopters; Delta Enterprise; Heliqwest International Inc.; High Performance Helicopters Corp.; Northwest Rotorcraft, LLC; Pickering Aviation, Inc.; PJ Helicopters Inc; Reeder Flying Service Inc.; Sixtyhawk TC, LLC; Skydance Blackhawk Operations LLC; Timberline Helicopters, Inc.; and Unical Air Inc.

(d) Subject

Joint Aircraft System Component (JASC) Code 7200, Engine (Turbine/Turboprop); 7250, Turbine Section.

(e) Unsafe Condition

This AD was prompted by at least four reports of failures of the torque reference tube magnetic insert braze joint of the power turbine drive shaft assembly within the last several months. The FAA is issuing this AD to prevent failure of the power turbine drive shaft reference torque tube magnetic insert braze joint. The unsafe condition, if not addressed, could result in improper torque and engine speed indications, which in combination with specific phases of flight, could create an unacceptably high flight crew workload in maintaining control of the aircraft, and result in consequent loss of control of the aircraft.

(f) Compliance

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

(g) Required Actions

(1) For GE Model CT7-2E1, CT7-2F1, CT7-8A, CT7-8E, CT7-8F5 engines: Before further flight, do a phase array ultrasonic inspection of the torque reference tube magnetic insert braze joint of the power turbine drive shaft assembly for inadequate braze coverage in accordance with the Accomplishment Instructions, paragraph 3.A.(2) of CT7-2E1 S/B 72-A0034, or CT7-8 S/B 72-A0118, Revision 01, as applicable.

(2) For engines installed on the restricted category aircraft specified in paragraphs (c)(2)(i) through (ix) of this AD: Before further flight, do a phase array ultrasonic inspection of the torque reference tube magnetic insert braze joint of the power turbine drive shaft assembly for inadequate braze coverage using a method approved by the Manager, AIR-520 Continued Operational Safety Branch, FAA.

(3) If during any inspection required by paragraphs (g)(1) or (2) of this AD, any braze coverage of the torque reference tube magnetic insert braze joint is found to be less than 42 percent, before further flight, repair or replace the power turbine drive shaft assembly.

(i) Special Flight Permit

A special flight permit may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the aircraft to a location where the phase array ultrasonic inspection can be performed, provided no passengers are onboard.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, AIR-520 Continued Operational Safety Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 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 AIR-520 Continued Operational Safety Branch, send it to the attention of the person identified in paragraph (k)(1) of this AD and email to: ANE-AD-AMOC@faa.gov.

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

(k) Additional Information

(1) For further information about this AD, contact: Barbara Caufield, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (781) 238-7146; email: barbara.caufield@faa.gov.

(2) For service information identified in this AD, contact: General Electric Company, 1 Neumann Way, Cincinnati, OH 45215; phone: (513) 552-3272; email: aviation.fleetsupport@ge.com; website: ge.com. You may view this referenced service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (817) 222-5110.

Issued on February 28, 2024.

Caitlin Locke, Director,
Compliance & Airworthiness Division,
Aircraft Certification Service.