FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

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

BIWEEKLY 2024-06

03/11/2024 - 03/24/2024

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 PJ Helicopters Inc Reeder Flying Service Inc. SKYDANCE BLACKHAWK OPERATIONS LLC Timberline Helicopters Inc. Unical Air Inc.	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
Biweekly 2024-06			
2024-03-05	A 2021-13-07 A 2022-13-16 A 2022-14-12 A2023-01-10	GE Aviation Czech s.r.o.	M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, M601F
2024-04-01		Airbus Helicopters Deutschland GmbH (AHD)	EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T3, MBB-BK 117 C-2, MBB-BK 117 D-2, MBB-BK 117 D-3
2024-04-05		Leonardo S.p.a.	AB412, AB412 EP
2024-04-51		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-68D, PT6A-68, PT6E-67XP, PT6E-66XT
2024-05-51		General Electric Company Delta Enterprise 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 High Performance Helicopters Corp. Northwest Rotorcraft LLC PJ Helicopters Inc Reeder Flying Service Inc. SKYDANCE BLACKHAWK OPERATIONS LLC Timberline Helicopters Inc. Unical Air Inc.	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
2024-06-51	E	General Electric Company Delta Enterprise 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 High Performance Helicopters Corp. Northwest Rotorcraft LLC PJ Helicopters Inc Reeder Flying Service Inc.	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

SMALL AIRCRAFT

AD No.	Information	Manufacturer	Applicability

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

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

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 2022–13–16, Amendment 39–22102 (, June 27, 2022); and Airworthiness Directive 2022–14–12, Amendment 39–22117 (, July 14, 2022); and

Adding the following new airworthiness directive:

2024–03–05GE Aviation Czech s.r.o. (Type Certificate Previously Held by WALTER Engines a.s., Walter a.s., and MOTORLET a.s.): Amendment 39–22675; Docket No. FAA–2023–2149; Project Identifier MCAI–2023–00136–E.

(a) Effective Date

This airworthiness directive (AD) is effective April 17, 2024.

(b) Affected ADs

(1) This AD affects AD 2021–13–07, Amendment 39–21612 (, June 15, 2021) (AD 2021–13–07).

(2) This AD replaces AD 2022–13–16, Amendment 39–22102 (, June 27, 2022).

(3) This AD replaces AD 2022–14–12, Amendment 39–22117 (, July 14, 2022).

(4) This AD affects AD 2023–01–10, Amendment 39–22304 (, February 6, 2023) (AD 2023–01–10).

(c) Applicability

This AD applies to GE Aviation Czech s.r.o. (GEAC) (type certificate previously held by WALTER Engines a.s., Walter a.s., and MOTORLET a.s.) Model M601D–11, M601E–11, M601E–11A, M601E–11AS, M601E–11S, and M601F engines.

(d) Subject

Joint Aircraft System Component (JASC) Code 7210, Turbine Engine Reduction Gear.

(e) Unsafe Condition

This AD was prompted by the manufacturer revising the airworthiness limitations section (ALS) of the existing engine maintenance manual (EMM) to introduce new and more restrictive tasks and limitations and associated thresholds and intervals for life-limited parts. The FAA is issuing this AD to prevent failure of the engine. The unsafe condition, if not addressed, could result in uncontained release of a critical part, damage to the engine, and damage to the airplane.

(f) Compliance

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

(g) Required Actions

(1) Except as specified in paragraph (h) of this AD: Perform all required actions within the compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2023–0020, dated January 23, 2023 (EASA AD 2023–0020).

(2) The action required by paragraph (g)(1) of this AD may be performed by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the aircraft records showing compliance with this AD in accordance with and . The record must be maintained as required by , , or .

(h) Exceptions to EASA AD 2023–0020

(1) Where EASA AD 2023–0020 defines the AMP as "The Aircraft Maintenance Programme (AMP) contains the tasks on the basis of which the scheduled maintenance is conducted to ensure the continuing airworthiness of each operated engine," replace that text with "the aircraft maintenance program containing the tasks on the basis of which the scheduled maintenance is conducted to ensure the continuing airworthiness of each operated airplane."

(2) Where EASA AD 2023–0020 specifies the ALS as "The Airworthiness Limitations Section of the GEAC Engine Maintenance Manual (EMM) No. 0982309 Revision 21," replace that text with "The Airworthiness Limitations Section of the GEAC Engine Maintenance Manual (EMM) No. 0982309 Revision 22." The ALS in Revision 22 of the EMM is unchanged from Revision 21.

(3) Where EASA AD 2023–0020 refers to its effective date, this AD requires using the effective date of this AD.

(4) Where paragraph (3) of EASA AD 2023–0020 specifies "Within 12 months after the effective date of this AD, revise the approved AMP," replace that text with "Within 90 days after the effective date of this AD, revise the ALS of the existing approved engine maintenance or inspection program, as applicable."

(5) This AD does not require compliance with paragraphs (1), (2), (4), and (5) of EASA AD 2023–0020.

(6) This AD does not adopt the Remarks paragraph of EASA AD 2023–0020.

(i) Provisions for Alternative Actions and Intervals

After performing the actions required by paragraph (g) of this AD, no alternative actions and associated thresholds and intervals, including life limits, are allowed unless they are approved as specified in the provisions of the "Ref. Publications" section of EASA AD 2023–0020.

(j) Terminating Action for Certain Actions Required by Affected ADs

(1) Accomplishing the actions required by paragraph (g) of this AD terminates the requirements of paragraphs (g)(1) through (3) of AD 2021–13–07 for model M601D–11, M601E–11, M601E–11A, M601E–11AS, M601E–11S, and M601F engines only.

(2) Accomplishing the actions required by paragraph (g) of this AD terminates the requirements of paragraphs (g)(1) through (3) of AD 2023–01–10 for model M601E–11, M601E–11A, M601E–11AS, M601E–11S, and M601F engines only.

(k) Alternative Methods of Compliance (AMOCs)

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

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) European Union Aviation Safety Agency (EASA) AD 2023–0020, dated January 23, 2023.

(ii) [Reserved]

(3) For EASA AD 2023–0020, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: *;* website: *easa.europa.eu.* You may find this EASA AD on the EASA website at *ad.easa.europa.eu.*

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

(5) You may view this 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 7, 2024.

Victor Wicklund,

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

[Filed 3–12–24; 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:

2024–04–01Airbus Helicopters Deutschland GmbH (AHD): Amendment 39–22680; Docket No. FAA–2023–2148; Project Identifier MCAI–2022–00706–R.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus Helicopters Deutschland GmbH (AHD) Model EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T3, MBB–BK 117 C–2, MBB–BK 117 D–2, and MBB–BK 117 D–3 helicopters, certificated in any category.

Note 1 to paragraph (c): Helicopters with an EC135P3H designation are Model EC135P3 helicopters, helicopters with an EC135T3H designation are Model EC135T3 helicopters, and helicopters with an MBB–BK117 C–2e designation are Model MBB–BK117 C–2 helicopters.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by the determination that Instrument Flight Rules (IFR) screens obstruct the pilot's views. The FAA is issuing this AD to address the obstructed views caused by the IFR screens. The unsafe condition, if not addressed, could result in reduced situational awareness of the pilot and subsequent mid-air collision.

(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) AD 2022–0097, dated June 1, 2022 (EASA AD 2022–0097).

(h) Exceptions to EASA AD 2022–0097

(1) Where EASA AD 2022–0097 refers to its effective date, this AD requires using the effective date of this AD.

(2) This AD does not adopt the “Remarks” section of EASA AD 2022–0097.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2022–0097 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(j) Alternative Methods of Compliance (AMOCs)

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

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

(k) 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 this AD specifies otherwise.

(i) European Union Aviation Safety Agency (EASA) AD 2022–0097, dated June 1, 2022.

(ii) [Reserved]

(3) For EASA AD 2022–0097, contact EASA, 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 material 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 February 12, 2024.

Victor Wicklund,

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

[Filed 3–14–24; 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:

2024–04–05Leonardo S.p.a.: Amendment 39–22684; Docket No. FAA 2023–2231; Project Identifier MCAI–2022–01623–R.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to Leonardo S.p.a. Model AB412 and AB412 EP helicopters, certificated in any category.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 6320, Main Rotor Gearbox.

(e) Unsafe Condition

This AD was prompted by reports of cracks in the lateral mounts of the main transmission support case. The FAA is issuing this AD to detect and address cracking of the main transmission support case. The unsafe condition, if not addressed, could result in the loss of load carrying capabilities of the main transmission 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) AD 2022–0258, dated December 20, 2022 (EASA AD 2022–0258).

(h) Exceptions to EASA AD 2022–0258

(1) Where EASA AD 2022–0258 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where the service information referenced in EASA AD 2022–0258 specifies contacting Product Support Engineering for possible repairs regarding corrosion or pitting in a case bushing that exceeds allowable limits, this AD requires repair done in accordance with a method approved by the Manager, International Validation Branch, FAA; or EASA; or Leonardo S.p.a. Helicopters' EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) Where paragraphs (3) and (4) of EASA AD 2022–0258 require replacing a component, this AD requires removing the component from service.

(4) Where paragraph (5) of EASA AD 2022–0258 requires replacing the main transmission support case, this AD requires removing the main transmission support case assembly from service.

(5) Where paragraph (2) of EASA AD 2022–0258 requires accomplishing a fluorescent penetrant inspection (FPI) of the main transmission support case, this AD requires that FPI be accomplished by a Level II or Level III inspector certified in the FAA-acceptable standards for nondestructive inspection personnel.

Note 1 to paragraph (h)(5): Advisory Circular 65–31B contains examples of FAA-acceptable Level II and Level III qualification standards criteria for inspection personnel doing nondestructive test inspections.

(6) This AD does not adopt the “Remarks” section of EASA AD 2022–0258.

(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. 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.

(j) Related Information

For more information about this AD, contact Sungmo Cho, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (781) 238–7241; email: .

(k) Material Incorporated by Reference

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

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

(i) European Union Aviation Safety Agency (EASA) AD 2022–0258, dated December 20, 2022.

(ii) [Reserved]

(3) For EASA AD 2022–0258, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone +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 material 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 February 16, 2024.

Victor Wicklund,

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

[Filed 3–14–24; 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:

2024–04–51Pratt & Whitney Canada Corp.: Amendment 39–22694; Docket No. FAA–2024–0458; Project Identifier MCAI–2024–00116–E.

(a) Effective Date

The FAA issued emergency Airworthiness Directive (AD) 2024–04–51 on February 16, 2024, directly to affected owners and operators. As a result of such actual notice, the emergency AD was effective for those owners and operators on the date it was received. This AD contains the same requirements as the emergency AD and, for those who did not receive actual notice, is effective on March 28, 2024.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pratt & Whitney Canada Corp. Model 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–67XP, and PT6E–66XT engines.

(d) Subject

Joint Aircraft System Component (JASC) Code, 7250 Turbine Section.

(e) Unsafe Condition

This AD was prompted by reports from the manufacturer of the failure of second-stage power turbine (PT2) blades. The FAA is issuing this AD to prevent the failure of PT2 blades. The unsafe condition, if not addressed, could result in engine power loss or engine in-flight shut down, resulting in consequent emergency landing or reduced control of the airplane.

(f) Compliance

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

(g) Required Actions

Except as specified in paragraph (h) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, Transport Canada Emergency AD CF–2024–05, dated February 15, 2024 (Transport Canada Emergency AD CF–2024–05).

(h) Exceptions to Transport Canada Emergency AD CF–2024–05

(1) Where Transport Canada Emergency AD CF–2024–05 refers to its effective date, this AD requires using the effective date of this AD.

(2) Where Transport Canada Emergency AD CF–2024–05 refers to hours air time, this AD requires using flight hours.

(3) Where paragraph B of Transport Canada Emergency AD CF–2024–05 specifies “After the effective date of this AD,” replace that text with “As of the effective date of this AD.”

(i) 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 . 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 AIR–520 Continued Operational Safety Branch, send it to the attention of the person identified in paragraph (j) of this AD and email it to .

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

(j) Additional Information

For more information about this AD, contact Barbara Caufield, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (781) 238–7146; email: .

(k) Material Incorporated by Reference

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

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

(i) Transport Canada Emergency AD CF–2024–05, dated February 15, 2024.

(ii) [Reserved]

(3) For Transport Canada Emergency AD CF–2024–05, contact Transport Canada, Transport Canada National Aircraft Certification, 159 Cleopatra Drive, Nepean, Ontario K1A 0N5, Canada; phone: (888) 663–3639; email: *;* website: *tc.canada.ca/en/aviation.*

(4) You may view this service information at FAA, Airworthiness Products Section, Operational Safety Branch, 2200 South 216th Street, Des Moines, WA. 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 February 29, 2024.

Victor Wicklund,

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

[Filed 3–8–24; 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:

2024–05–51General Electric Company Engines, and Various Restricted Category Rotorcraft: Amendment 39–22702; Docket No. FAA–2024–0465; Project Identifier AD–2024–00139–E,R.

(a) Effective Date

The FAA issued Emergency Airworthiness Directive (AD) 2024–05–51, on February 28, 2024, and was sent directly to affected owners and operators. As a result of such actual notice, that AD was effective for those owners and operators on the date it was received. This AD contains the same requirements as that emergency AD and, for those who did not receive actual notice, is effective on April 1, 2024.

(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.

(h) Special Flight Permit

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

(i) 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 . 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 AIR–520 Continued Operational Safety Branch, send it to the attention of the person identified in paragraph (j) 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.

(j) Additional Information

For more information about this AD, contact Barbara Caufield, Aviation Safety Engineer, FAA, 2200 South 216th Street, Des Moines, WA 98198; phone: (781) 238–7146; 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) General Electric Company (GE) Alert Service Bulletin (ASB) CT7–2E1 S/B 72–A0034, dated February 26, 2024.

(ii) GE ASB CT7–8 S/B 72–A0118, Revision 01, dated February 26, 2024.

(3) For service information that is incorporated by reference, contact General Electric Company, 1 Neumann Way, Cincinnati, OH 45215; phone: (513) 552–3272; email: *;* website: *ge.com*.

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

Issued on March 8, 2024.

Victor Wicklund,

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

[Filed 3–12–24; 11:15 am]

BILLING CODE 4910–13–P

FAA
Aviation Safety

EMERGENCY AIRWORTHINESS DIRECTIVE

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

DATE: March 22, 2024
AD #: 2024-06-51

Emergency Airworthiness Directive (AD) 2024-06-51 is sent to owners and operators of General Electric Company (GE) Model CT7-2E1, CT7-2F1, CT7-8A, CT7-8E, and 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

The FAA issued AD 2024-05-51, Amendment 39-22702 (89 FR 18771, March 15, 2024) (AD 2024-05-51), for GE Model CT7-2E1, CT7-2F1, CT7-8A, CT7-8E, and 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. This AD was issued as emergency AD 2024-05-51 on February 28, 2024, and distributed to all known U.S. owners and operators of these engines and helicopters. AD 2024-05-51 required a phase array ultrasonic inspection of the torque reference tube magnetic insert braze joint of the power turbine (PT) drive shaft assembly for inadequate braze coverage, and repair or replacement of the PT drive shaft assembly if necessary.

AD 2024-05-51 was prompted by at least four reports of failures of the torque reference tube magnetic insert braze joint of the PT 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.

Actions Since Issuance of AD 2024-05-51

Since the issuance of AD 2024-05-51, the FAA determined that PT drive shaft assembly P/N 5125T92G01 was inadvertently omitted from the applicability. Therefore, the FAA is superseding AD 2024-05-51 to revise the applicability to include engines with PT drive shaft assembly P/N 5125T92G01 installed. The FAA also revised the applicability of this AD to consolidate paragraphs (c)(2)(iii) through (viii) into paragraph (c)(2)(iii) of this AD.

Relevant Service Information

The FAA reviewed the following service information, which, among other actions, specifies procedures for a phase array ultrasonic inspection of the torque reference tube magnetic insert braze joint of the PT drive shaft assembly for inadequate braze coverage. This service information also specifies repair or replacement of the PT drive shaft assembly if necessary.

- GE Alert Service Bulletin (ASB) CT7-2E1 S/B 72-A0034, dated February 26, 2024;
- GE ASB CT7-8 S/B 72-A0118, Revision 01, dated February 26, 2024; and
- Sikorsky ASB 70-04-17, dated February 28, 2024.

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 PT drive shaft assembly for inadequate braze coverage, and repair or replacement of the PT 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 forgoing notice and comment prior to adoption of this rule because failure of the torque reference tube magnetic insert braze joint of the PT 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 PT 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 forgo 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.

2024-06-51 General Electric Company, and Various Restricted Category Helicopters: Project Identifier AD-2024-00197-E,R.

(a) Effective Date

This emergency AD is effective upon receipt.

(b) Affected ADs

This AD replaces AD 2024-05-51, Amendment 39-22702 (89 FR 18771, March 15, 2024).

(c) Applicability

This AD applies to the following products:

(1) General Electric Company (GE) Model CT7-2E1, CT7-2F1, CT7-8A, CT7-8E, and CT7-8F5 engines, with any power turbine (PT) drive shaft assembly part number 5123T91G01, 5123T91G02, 5125T92G01, 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 drive 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 (iv) 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) Sikorsky Aircraft Corporation Model S-70, S-70A, S-70C, S-70C(M), S-70C(M1), and S-70M helicopters.

(iv) 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 PT drive shaft assembly within the last several months. The FAA is issuing this AD to prevent failure of the PT 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, and CT7-8F5 engines: Before further flight, do a phase array ultrasonic inspection of the torque reference tube magnetic insert braze joint of the PT 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 (iv) of this AD: Before further flight, do a phase array ultrasonic inspection of the torque reference tube magnetic insert braze joint of the PT drive shaft assembly for inadequate braze coverage in accordance with the Accomplishment Instructions, paragraphs 3.B. through 3.D., of Sikorsky Aircraft Corporation S-70/H-60 Helicopter ASB 70-04-17, dated February 28, 2024 (Sikorsky ASB 70-04-17), or 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 PT drive shaft assembly.

(h) No Reporting Requirement

Although the service information referenced in Sikorsky ASB 70-04-17 specifies to submit certain information to the manufacturer, this AD does not include that requirement.

(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.

(3) Approved methods of compliance (MOCs) or other AMOCs approved for paragraph (g) of AD 2024-05-51 are approved as MOCs or AMOCs for paragraph (g) of this AD.

(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 GE 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.

(3) For Sikorsky Aircraft Corporation service information identified in this AD, contact: Sikorsky Field Representative or Sikorsky's Service Engineering Group at Sikorsky Aircraft Corporation, Mailstop K100, 124 Quarry Road, Trumbull, CT 06611; phone: 1 (800) 946-4337 (1-800-Winged-S); email: wcs_cust_service_eng.gr-sik@lmco.com; website: sikorsky360.com.

(4) 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 March 22, 2024.

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