FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

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

BIWEEKLY 2024-20

09/23/2024 - 10/06/2024

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

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		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

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		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
Biweekly 2024-07			
2024-06-02		GE Aviation Czech s.r.o.	M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, M601F
2024-07-51	E	Bell Textron Canada Limited	429
Biweekly 2024-08			
2024-05-06		Leonardo S.p.a.	AW169
2024-05-07		Leonardo S.p.a.	AW189
2024-06-51	R 2024-05-51	General Electric Company	CT7-2E1, CT7-2F1, CT7-8A, CT7-8E, CT7-8F5
2024-07-03		Diamond Aircraft Industries Inc	DA 62
Biweekly 2024-09			
2024-06-13	R 2022-21-15	Diamond Aircraft Industries GmbH	DA 42, DA 42 NG, DA 42 M-NG
2024-07-01		Hamilton Sundstrand Corporation	14SF- 7, 14SF-15, 14SF-23
2024-07-07	R 2010-18-06	GA 8 Airvan (Pty) Ltd	GA8, GA8-TC320
2024-08-03		Britten-Norman Aircraft Ltd.	BN-2, BN-2A, BN-2A-2, BN-2A-3, BN-2A-6, BN-2A-8, BN-2A-9, BN-2A-20, BN-2A-21, BN-2A-26, BN-2A-27, BN-2B-20, BN-2B-21, BN-2B-26, BN-2B-27, BN-2T, BN-2T-4R, BN2T-4S, BN2A MK. III, BN2A MK. III-2, BN2A MK. III-3
2024-08-07	R 2023-12-17	Pilatus Aircraft Ltd.	PC-12, PC-12/45, PC-12/47, PC-12/47E
Biweekly 2024-10			
No ADs			
Biweekly 2024-11			
2024-07-51		Bell Textron Canada Limited	429
2024-09-02		Leonardo S.p.a.	AW169
2024-10-04		Piper Aircraft Inc.	PA-28-181, PA-28R-201, PA-44-180, PA-34-220T (Seneca V)
Biweekly 2024-12			
2024-08-09		GA8 Airvan (Pty) Ltd	GA8, GA8-TC320
Biweekly 2024-13			

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2024-10-02		Leonardo S.p.a.	AW189
2024-10-10		Airbus Helicopters	SA-365N, SA-365N1, AS-365N2, AS-365N3
2024-13-03		Lindstrand Balloons Ltd.	42A, 56A, 60A, 69A, 77A, 90A, 105A, 120A, 150A, 180A, 210A, 240A, 260A, 310A, 69B, 77B, 90B, 105B, Drinks Can
Biweekly 2024-14			
2024-10-08		Leonardo S.p.a.	AW189
2024-10-13		Airbus Helicopters	AS332C, AS332C1, AS332L, AS332L1, AS332L2, EC225LP
Biweekly 2024-15			
2024-10-12		Bell Textron Canada Limited	407
2024-12-10		Centerpointe Aerospace Inc.	S-58BT, S-58DT, S-58ET, S-58FT, S-58HT, S-58JT
2024-14-03		Garmin Commander Aircraft Corporation DAHER AEROSPACE Mooney International Corporation Piper Aircraft Inc. Textron Aviation Inc.	GFC 500, 112B, 112TC, 112TCA, 114, 114A, 114B, 114TC, TB 20, TB 21, M20C, M20D, M20E, M20F, M20G, M20J, M20K, M20M, M20R, M20S, PA-24, PA-24-250, PA-24-260, PA-28-140, PA-28-150, PA-28-151, PA-28-160, PA-28-161, PA-28-180, PA-28-181, PA-28-201T, PA-28-235, PA-28-236, PA-28R-180, PA-28R-200, PA-28R-201, PA-28R-201T, PA-28RT-201, PA-28RT-201T, PA-30, PA-39, PA-32-260, PA-32-300, PA-32-301, PA-32-301FT, PA-32-301T, PA-32-301XTC, PA-32R-300, PA-32RT-300, PA-32RT-300T, PA-32R-301 (HP), PA-32R-301 (SP), PA-32R-301T, 19A, B19, M19A, A23A, A23-19, A23-24, B23, C23, A24, A24R, B24R, C24R, C35, D35, E35, F35, G35, 35-33, 35-A33, 35-B33, 35-C33, 35-C33A, 36, A36, A36TC, B36TC, E33, E33A, E33C, F33, F33A, F33C, G33, H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, 172D, 172E, 172F (USAF T-41A), 172G, 172H (USAF T-41A), 172I, 172K, 172L, 172M, 172N, 172P, 172Q, 172R, 172S, F172E, F172F, F172G, F172H, F172K, F172L, F172M, F172N, F172P, 172RG, P172D, R172K, FR172K, 177B, 177RG, F177RG, 182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, 182R, 182S, 182T, F182P, F182Q, FR182, R182, T182, T182T, TR182, 206H, P206C, P206D, P206E, T206H, TP206C, TP206D, TP206E, TU206C, TU206D, TU206E, TU206F, TU206G, U206C, U206D, U206E, U206F, U206G, 210D, 210E, 210F, 210G, 210H, 210J, 210K, 210L, 210M, 210N, T210F, T210G, T210H, T210J, T210K, T210L, T210M, T210N

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Biweekly 2024-16

No ADs

Biweekly 2024-17

2024-16-01	R 2000-18-09	Bell Textron Inc.	205A, 205A-1, 205B, 212, 412, 412CF, 412EP
2024-16-06	R 2023-15-07	Air Tractor Inc.	AT-802, AT-802A

Biweekly 2024-18

No ADs

Biweekly 2024-19

2024-15-08		Airbus Helicopters	AS350B, AS350BA, AS350B1, AS350B2, AS350D, AS355E, AS355F, AS355F1, AS355F2, AS355N
2024-15-09		Textron Aviation Inc.	525, 525A, 525B
2024-15-10		Bell Textron Canada Limited	505
2024-15-11		Leonardo S.p.a.	A109C, A109E, A109K2, A109S, AW109SP
2024-16-05		Airbus Helicopters	SA330J

Biweekly 2024-20

2024-16-19		Bell Textron Inc.	212, 412CF, 412, 412EP
2024-17-01	R 2021-11-17 R 2021-11-22	Airbus SAS	EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T3, EC135T2+/EC635T2+
2024-17-02		Bell Textron Inc.	204B, 205B, 205A-1, 205A, 210
2024-17-08		Airbus Helicopters	EC225LP
2024-19-10		Austro Engine GmbH	E4, E4P
2024-19-11		Robinson Helicopter Company	R44, R44 II
2024-19-12		DG Aviation GmbH	DG-400, DG-500 Elan Orion, DG-500 Elan Trainer, DG-500/20 Elan, DG-500/22 Elan, DG-500M, DG-500MB, DG-800A, DG-800B, DG-808C, DG-1000M, DG-1000S, DG-1000T
2024-19-17		Bell Helicopter Textron Attack Logistics LLC US Helicopter Inc. Midwest Aerospace TC LLC Southwest Florida Aviation International Robinson Air Crane Inc. Tamarack Helicopters Inc. Overseas Aircraft Support Inc. Overseas Aircraft Support Inc Overseas Aircraft Support Inc.	204B, 205A, 205A-1, 205B, 210, 212, 209/AH-1G, AH-1S, HH-1K, SW205A-1, SW205 (UH-1H), UH-1H, SW204 (UH-1B), SW204HP (UH-1B), TH-1F, TH-1L, UH-1A, UH-1B, UH-1E, UH-1F, UH-1L, UH-1P

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Richards Heavylift Helo Inc. International Helicopters Inc. Red Tail Flying Services LLC WSH LLC Smith Helicopters West Coast Fabrications AST Inc. California Department of Forestry Arrow Falcon Exporters Inc. Global Helicopter Technology Inc. Hagglund Helicopters LLC JJASPP Engineering Services LLC Northwest Rotorcraft LLC	204B, 205A, 205A-1, 205B, 210, 212, 209/AH-1G, AH-1S, HH-1K, SW205A-1, SW205 (UH-1H), UH-1H, SW204 (UH-1B), SW204HP (UH-1B), TH-1F, TH-1L, UH-1A, UH-1B, UH-1E, UH-1F, UH-1L, UH-1P

PART 39-AIRWORTHINESS DIRECTIVES

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

§39.13
[Amended]

The FAA amends §39.13 by adding the following new airworthiness directive:

2024-16-19 Bell Textron Inc.: Amendment 39-22825; Docket No. FAA-2024-0768; Project Identifier AD-2022-00504-R.

(a) Effective Date

This airworthiness directive (AD) is effective November 8, 2024.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the Bell Textron Inc. helicopters, certificated in any category, that are identified in paragraphs (c)(1) through (5) of this AD.

(1) Model 212 helicopters, serial numbers (S/N) 30501 through 30603 inclusive, 30611 through 30753 inclusive, 30755 through 30889 inclusive, 30891 through 30999 inclusive, 31101 through 31162 inclusive, 31164 through 31311 inclusive, 32101 through 32142 inclusive, and 35001 through 35103 inclusive;

(2) Model 412CF helicopters, S/N 46400 through 46499 inclusive;

(3) Model 412 and 412EP helicopters, S/N 33001 to 33078 inclusive, 33080 through 33129 inclusive, 33131 through 33138 inclusive, 33150 through 33213 inclusive, 36001 through 36687 inclusive, 36689 through 36999 inclusive, 37002 through 37018 inclusive, 37021 through 37051 inclusive, 38001, and 39101 through 39103 inclusive;

(4) Model 412EP helicopter, S/N 37052; and

(5) Model 412 and 412EP helicopters, S/N 36688, 37019, 37020, 37053 through 37999 inclusive, 38002 through 38999 inclusive, and 39104 through 39999 inclusive.

(d) Subject

Joint Aircraft System Component (JASC) Code: 5302, Rotorcraft Tail Boom.

(e) Unsafe Condition

This AD was prompted by reports of cracked tail boom attachment barrel nuts (barrel nuts). The FAA is issuing this AD to address fatigue cracking of barrel nuts, damage to the tail boom attachment bolts (bolts),

and certain bolts remaining in service beyond fatigue limits. The unsafe condition, if not addressed, could result in increased fatigue loading and subsequent failure of the bolts, which could lead to separation of the tail boom from the helicopter 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 300 hours time-in-service (TIS) or 90 days after the effective date of this AD, whichever occurs first, accomplish the actions required by paragraphs (g)(1)(i) through (iv) of this AD, as applicable. For purposes of this AD, the word “new” is defined as having zero total hours TIS.

(i) For all helicopters identified in paragraphs (c)(1) and (2) of this AD; and for helicopters identified in paragraph (c)(3) of this AD that have accumulated 5,000 or more total hours TIS or 5 or more years since new, or if the total hours TIS or age of the helicopter is unknown, remove the upper left-hand (LH) steel alloy barrel nut part number (P/N) NAS577B9A and upper LH bolt from service and replace them with a new nickel alloy barrel nut P/N NAS577C9A, new retainer P/N NAS578C9A, and a new bolt in accordance with the Accomplishment Instructions, part I, paragraphs 4 through 7, of Bell Alert Service Bulletin 212-21-166, Revision A, dated February 23, 2022 (ASB 212-21-166 Rev A), Bell Alert Service Bulletin 412CF-21-72, Revision A, dated February 23, 2022 (ASB 412CF-21-72 Rev A), or Bell Alert Service Bulletin 412-21-187, Revision A, dated February 23, 2022 (ASB 412-21-187 Rev A), as applicable to your helicopter model, except you are not required to discard parts.

(ii) For helicopters identified in paragraph (c)(3) of this AD that have accumulated less than 5,000 total hours TIS and less than 5 years since new, remove the upper LH steel alloy barrel nut P/N NAS577B9A, the upper LH bolt, countersunk washer, and plain washers, and visually inspect the removed upper LH steel alloy barrel nut for cracking. If there is any cracking in the upper LH steel alloy barrel nut, before further flight, remove the upper LH bolt from service. If the upper LH bolt was not removed from service as a result of the upper LH steel alloy barrel nut inspection, visually inspect the upper LH bolt for any corrosion, damaged threads, wear, and fatigue cracking. If the upper LH bolt has any corrosion, a damaged thread, wear, or fatigue cracking, before further flight, remove the upper LH bolt from service. Regardless of the result of the upper LH steel alloy barrel nut inspection, remove the upper LH steel alloy barrel nut from service and replace it with a new nickel alloy barrel nut P/N NAS577C9A and new retainer P/N NAS578C9A. Install a new upper LH bolt or reinstall the existing upper LH bolt, as applicable, by following the Accomplishment Instructions, part I, paragraphs 6 and 7, of ASB 412-21-187 Rev A.

(iii) For helicopters identified in paragraphs (c)(1) through (3) of this AD, remove the upper right-hand (RH) steel alloy barrel nut P/N NAS577B8A, the upper RH bolt, countersunk washer, and plain washers, and visually inspect the removed upper RH steel alloy barrel nut for cracking. If there is any cracking in the upper RH steel alloy barrel nut, before further flight, remove the upper RH bolt from service. If the upper RH bolt was not removed from service as a result of the upper RH steel alloy barrel nut inspection, visually inspect the upper RH bolt for any corrosion, damaged threads, wear, and fatigue cracking. If the upper RH bolt has any corrosion, a damaged thread, wear, or fatigue cracking, before further flight, remove the upper RH bolt from service. Regardless of the result of the upper RH steel alloy barrel nut inspection, remove the upper RH steel alloy barrel nut from service and replace it with a new nickel alloy barrel nut P/N NAS577C8A and new retainer P/N NAS578C8A. Install a new upper RH bolt or reinstall the existing upper RH bolt, as applicable, by following the Accomplishment Instructions, part I, paragraphs 11 and 12, of ASB 212-21-166 Rev A, ASB 412-21-187 Rev A, or ASB 412CF-21-72 Rev A, as applicable to your helicopter model.

(iv) For helicopters identified in paragraphs (c)(1) through (3) of this AD, remove one of the lower steel alloy barrel nuts P/N NAS577B6A, its lower bolt, countersunk washer, and plain washers, and visually inspect the removed lower steel alloy barrel nut for cracking. If there is any cracking in the lower steel alloy barrel nut, before further flight, remove the lower bolt from service. If the lower bolt was not removed from service as a result of the lower steel alloy barrel nut inspection, visually inspect the lower bolt for any corrosion, damaged threads, wear, and fatigue cracking. If the lower bolt has any corrosion, a damaged thread, wear, or fatigue cracking, before further flight, remove the lower bolt from service. Regardless of the result of the lower steel alloy barrel nut inspection, remove the lower steel alloy barrel nut from service and replace it with a new nickel alloy barrel nut P/N NAS577C6A and new retainer P/N NAS578C6A. Install a new lower bolt or reinstall the existing lower bolt, as applicable, by following the Accomplishment Instructions, part I, paragraphs 16 and 17, of ASB 212-21-166 Rev A, ASB 412-21-187 Rev A, or ASB 412CF-21-72 Rev A, as applicable to your helicopter model. Repeat the actions required by this paragraph for the other lower tail boom attachment point.

(2) For helicopters identified in paragraphs (c)(1) through (3) of this AD, after accumulating 1 hour TIS, but not to exceed 5 hours TIS after accomplishing the actions required by paragraph (g)(1) of this AD, using the torque value information in the Accomplishment Instructions, part II, paragraph 1, of ASB 212-21-166 Rev A, ASB 412-21-187 Rev A, or ASB 412CF-21-72 Rev A, as applicable to your helicopter model, inspect the torque applied on each bolt. Thereafter, repeat the torque inspection of each bolt after accumulating 1 hour TIS, but not to exceed 5 hours TIS, to determine if the torque has stabilized. Do not exceed three torque inspections total for each bolt and accomplish the actions required by paragraphs (g)(2)(i) and (ii) of this AD.

Note 1 to the introductory text of paragraph (g)(2): This note applies to the introductory text of paragraph (g)(2), the introductory text of paragraph (g)(2)(i), paragraph (g)(2)(i)(B), and paragraph (g)(2)(ii) of this AD. The Accomplishment Instructions, part II, paragraph 1, of ASB 212-21-166 Rev A, ASB 412-21-187 Rev A, and ASB 412CF-21-72 Rev A each refer to part I for allowable torque limits; part I of ASB 212-21-166 Rev A, ASB 412-21-187 Rev A, and ASB 412CF-21-72 Rev A specify the different torque limits for the different bolts.

(i) If the torque on a bolt is below the minimum allowable torque limit as a result of any instance of the torque inspection or if after three torque inspection attempts, the torque on any bolt has not stabilized, before further flight, accomplish the actions required by paragraphs (g)(2)(i)(A) and (B) of this AD.

(A) Remove the hardware set of one failed tail boom attachment point (barrel nut, retainer, bolt, countersunk washer, and plain washers). Remove the barrel nut and retainer from service as applicable to the affected tail boom attachment point. Visually inspect the removed bolt for any corrosion, damaged threads, wear, and fatigue cracking. If the bolt has any corrosion, a damaged thread, wear, or fatigue cracking, before further flight, remove the bolt from service.

(B) Install a new bolt or reinstall the existing bolt, as applicable, and a new nickel alloy barrel nut P/N NAS577C9A, NAS577C8A, or NAS577C6A, and new retainer P/N NAS578C9A, NAS578C8A, or NAS578C6A, with the P/N of the new nickel alloy barrel nut and the P/N of the new retainer being as applicable to the affected tail boom attachment point by following the Accomplishment Instructions, part I, paragraphs 6 and 7, paragraphs 11 and 12, or paragraphs 16 and 17, of ASB 212-21-166 Rev A, ASB 412-21-187 Rev A, or ASB 412CF-21-72 Rev A, as applicable to your helicopter model and with the paragraphs as applicable to that bolt. Repeat the actions required by paragraphs (g)(2)(i)(A) and (B) of this AD for each failed tail boom attachment point, one hardware set at a time. Then repeat the actions required by paragraph (g)(2) of this AD just for each newly installed or reinstalled bolt until the torque for all four tail boom attachment points stabilizes.

(ii) If the torque for all four tail boom attachment points has stabilized, before further flight, apply a torque stripe to all four bolts.

(3) For the helicopter identified in paragraph (c)(4) of this AD, within 5 hours TIS after the effective date of this AD, inspect the torque applied on each bolt in accordance with the Accomplishment Instructions, part II, paragraphs 1 and 2, of ASB 412-21-187 Rev A. Thereafter, repeat the torque inspection of each bolt after accumulating 1 hour TIS, but not to exceed 5 hours TIS, to determine if the torque has stabilized. Do not exceed three torque inspections total for each bolt and accomplish the actions required by paragraphs (g)(2)(i) and (ii) of this AD.

Note 2 to paragraph (g)(3): The Accomplishment Instructions, part II, paragraph 1, of ASB 412-21-187 Rev A refers to part I for allowable torque limits; part I of ASB 412-21-187 Rev A specifies the different torque limits for the different bolts.

(4) For helicopters identified in paragraphs (c)(1) through (4) of this AD, within 600 hours TIS or 12 months, whichever occurs first after applying torque stripes to all four bolts as required by paragraph (g)(2)(ii) of this AD, and thereafter within intervals not to exceed 600 hours TIS or 12 months, whichever occurs first; and for helicopters identified in paragraph (c)(5) of this AD, within 600 hours TIS or 12 months after the effective date of this AD, whichever occurs first, and thereafter within intervals not to exceed 600 hours TIS or 12 months, whichever occurs first, using the torque value information in the Accomplishment Instructions, part II, paragraph 1, of ASB 212-21-166 Rev A, ASB 412-21-187 Rev A, or ASB 412CF-21-72 Rev A, as applicable to your helicopter model, inspect the torque applied on each bolt. If the torque on any bolt is below the minimum allowable torque limit, accomplish the actions required by paragraphs (g)(4)(i) and (ii) of this AD.

(i) Before further flight, remove the hardware set of one failed tail boom attachment point (barrel nut, retainer, bolt, countersunk washer, and plain washers). Visually inspect the removed barrel nut for cracking, corrosion, and loss of tare torque. If the barrel nut has any cracking, corrosion, or has lost any tare toque, before further flight, remove the barrel nut and retainer from service and replace them with a new nickel alloy barrel nut P/N NAS577C9A, NAS577C8A, or NAS577C6A, and new retainer P/N NAS578C9A, NAS578C8A, or NAS578C6A, with the P/N of the new nickel alloy barrel nut and the P/N of the new retainer being as applicable to the affected tail boom attachment point. Regardless of the result of the barrel nut inspection, remove the bolt from service and replace it with a new bolt by following the Accomplishment Instructions, part I, paragraphs 6 and 7, paragraphs 11 and 12, or paragraphs 16 and 17, of ASB 212-21-166 Rev A, ASB 412-21-187 Rev A, or ASB 412CF-21-72 Rev A, as applicable to your helicopter model and with the paragraphs as applicable to that bolt. Repeat the actions required by this paragraph for each failed tail boom attachment point, one hardware set at a time.

(ii) After accumulating 1 hour TIS, but not to exceed 5 hours TIS after accomplishing the actions required by paragraph (g)(4)(i) of this AD, using the torque value information in the Accomplishment Instructions, part II, paragraph 1, of ASB 212-21-166 Rev A, ASB 412-21-187 Rev A, or ASB 412CF-21-72 Rev A, as applicable to your helicopter model, inspect the torque applied on each newly installed bolt. Thereafter, repeat the torque inspection of those bolts after accumulating 1 hour TIS, but not to exceed 5 hours TIS, to determine if the torque has stabilized. Do not exceed three torque inspections total for those bolts and accomplish the actions required by paragraphs (g)(2)(i) and (ii) of this AD.

Note 3 to paragraph (g)(4): The Accomplishment Instructions, part II, paragraph 1, of ASB 212-21-166 Rev A, ASB 412-21-187 Rev A, and ASB 412CF-21-72 Rev A, each refer to part I for allowable torque limits; part I of ASB 212-21-166 Rev A, ASB 412-21-187 Rev A, and ASB 412CF-21-72 Rev A, specify the different torque limits for the different bolts.

(5) Within the compliance times specified in Table 1 to the introductory text of paragraph (g)(5) of this AD, accomplish the actions required by paragraphs (g)(5)(i) through (iv) of this AD.

Table 1 to the Introductory Text of Paragraph (g)(5)

Helicopter Groups	Compliance Times
For helicopters identified in paragraphs (c)(1) and (2) of this AD, and helicopters identified in paragraph (c)(3) of this AD that accomplished paragraph (g)(1)(i) of this AD.	Within 5,000 hours TIS or 5 years after accomplishing the actions required by paragraph (g)(1) of this AD, whichever occurs first, and thereafter, within intervals not to exceed 5,000 hours TIS or 5 years, whichever occurs first.
For helicopters identified in paragraph (c)(3) of this AD that accomplished paragraph (g)(1)(ii) of this AD.	Before the helicopter accumulates 5,000 total hours TIS or 5 years since new, whichever occurs first, and thereafter, within intervals not to exceed 5,000 hours TIS or 5 years, whichever occurs first.
For helicopters identified in paragraphs (c)(4) and (5) of this AD.	Before the helicopter accumulates 5,000 total hours TIS or 5 years since new, whichever occurs first, or if the total hours TIS or age of the helicopter is unknown, before further flight, and thereafter, within intervals not to exceed 5,000 hours TIS or 5 years, whichever occurs first.

(i) Remove the upper LH bolt from service and replace it with a new upper LH bolt by following the Accomplishment Instructions, part I, paragraphs 6 and 7, of ASB 212-21-166 Rev A, ASB 412-21-187 Rev A, or ASB 412CF-21-72 Rev A, as applicable to your helicopter model. Then accomplish the actions required by paragraph (g)(5)(v) of this AD.

Note 4 to paragraph (g)(5)(i): This note applies to paragraphs (g)(5)(i) through (v) of this AD. The Accomplishment Instructions, part II, paragraph 1, of ASB 212-21-166 Rev A, ASB 412-21-187 Rev A, and ASB 412CF-21-72 Rev A, each refer to part I for allowable torque limits; part I of ASB 212-21-166 Rev A, ASB 412-21-187 Rev A, and ASB 412CF-21-72 Rev A, specify the different torque limits for the different bolts.

(ii) With the upper RH bolt removed, visually inspect the upper RH bolt for any corrosion, damaged threads, wear, and fatigue cracking. If the upper RH bolt has any corrosion, a damaged thread, wear, or fatigue cracking, before further flight, remove the upper RH bolt from service. Install a new upper RH bolt or reinstall the existing upper RH bolt, as applicable, by following the Accomplishment Instructions, paragraphs 11 and 12 of ASB 212-21-166 Rev A, ASB 412-21-187 Rev A, or ASB 412CF-21-72 Rev A, as applicable to your helicopter model. Then accomplish the actions required by paragraph (g)(5)(v) of this AD.

(iii) With the lower LH bolt removed, visually inspect the lower LH bolt for any corrosion, damaged threads, wear, and fatigue cracking. If the lower LH bolt has any corrosion, a damaged thread, wear, or fatigue cracking, before further flight, remove the lower LH bolt from service. Install a new lower LH bolt or reinstall the existing lower LH bolt, as applicable, by following the Accomplishment Instructions, paragraphs 16 and 17 of ASB 212-21-166 Rev A, ASB 412-21-187 Rev A, or ASB 412CF-21-72 Rev A, as applicable to your helicopter model. Then accomplish the actions required by paragraph (g)(5)(v) of this AD.

(iv) With the lower RH bolt removed, visually inspect the lower RH bolt for any corrosion, damaged threads, wear, and fatigue cracking. If the lower RH bolt has any corrosion, a damaged thread, wear, or fatigue

cracking, before further flight, remove the lower RH bolt from service. Install a new lower RH bolt or reinstall the existing lower RH bolt, as applicable, by following the Accomplishment Instructions, paragraphs 16 and 17 of ASB 212-21-166 Rev A, ASB 412-21-187 Rev A, or ASB 412CF-21-72 Rev A, as applicable to your helicopter model. Then accomplish the actions required by paragraph (g)(5)(v) of this AD.

(v) After accumulating 1 hour TIS, but not to exceed 5 hours TIS after accomplishing the actions required by paragraph (g)(5)(i), (ii), (iii), or (iv) of this AD, using the torque value information in the Accomplishment Instructions, part II, paragraph 1, of ASB 212-21-166 Rev A, ASB 412-21-187 Rev A, or ASB 412CF-21-72 Rev A, as applicable to your helicopter model, inspect the torque applied on each bolt. Thereafter, repeat the torque inspection of those bolts after accumulating 1 hour TIS, but not to exceed 5 hours TIS, to determine if the torque has stabilized. Do not exceed three torque inspections total for those bolts and accomplish the actions required by paragraphs (g)(2)(i) and (ii) of this AD.

(6) For helicopters identified in paragraph (c) of this AD, as of the effective date of this AD, do not install a steel alloy barrel nut P/N NAS577B9A, P/N NAS577B8A, or P/N NAS577B6A on any helicopter.

(h) Special Flight Permit

A one-time special flight permit may be issued in accordance with 14 CFR 21.197 and 21.199 in order to fly to a maintenance area to perform the required actions in this AD.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Central Certification 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 Central Certification Branch, send it to the attention of the person identified in paragraph (j) of this AD. Information may be emailed to *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.

(j) Additional Information

For more information about this AD, contact Jacob Fitch, Aviation Safety Engineer, FAA, 1801 S Airport Road, Wichita, KS 67209; phone: (817) 222-4130; email: *jacob.fitch@faa.gov*.

(k) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

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

(i) Bell Alert Service Bulletin 212-21-166, Revision A, dated February 23, 2022.

(ii) Bell Alert Service Bulletin 412-21-187, Revision A, dated February 23, 2022.

(iii) Bell Alert Service Bulletin 412CF-21-72, Revision A, dated February 23, 2022.

(3) For Bell material identified in this AD, contact Bell Textron Inc., P.O. Box 482, Fort Worth, TX 76101; phone: (450) 437-2862 or 1-800-363-8023; fax: (450) 433-0272; email: *productsupport@bellflight.com;* or website: *bellflight.com/support/contact-support.*

(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 *www.archives.gov/federal-register/cfr/ibr-locations* or email *fr.inspection@nara.gov*.

Issued on September 27, 2024.

Victor Wicklund,

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

[FR Doc. 2024-22929 Filed 10-3-24; 8:45 am]

BILLING CODE 4910-13-P

PART 39-AIRWORTHINESS DIRECTIVES

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

§39.13
[Amended]

The FAA amends §39.13 by:

Removing Airworthiness Directives (AD) 2021-11-17, Amendment 39-21579 (86 FR 31087, June 11, 2021); and AD 2021-11-22, Amendment 39-21584 (86 FR 31101, June 11, 2021); and

Adding the following new AD:

2024-17-01 Airbus Helicopters Deutschland GmbH (AHD): Amendment 39-22826; Docket No. FAA-2024-0462; Project Identifier MCAI-2022-00523-R.

(a) Effective Date

This airworthiness directive (AD) is effective November 4, 2024.

(b) Affected ADs

This AD replaces AD 2021-11-17, Amendment 39-21579 (86 FR 31087, June 11, 2021), and AD 2021-11-22, Amendment 39-21584 (86 FR 31101, June 11, 2021).

Note 1 to paragraph (b): The requirements of this AD capture the latest tasks and life limits required to prevent the unsafe conditions addressed by the ADs that are identified in paragraph (b) of this AD.

(c) Applicability

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

Note 2 to paragraph (c): Helicopters with an EC135P3H designation are Model EC135P3 helicopters, and helicopters with an EC135T3H designation are Model EC135T3 helicopters.

(d) Subject

Joint Aircraft Service Component (JASC) Code: 6310, Main Rotor Control.

(e) Unsafe Condition

This AD was prompted by new and more restrictive airworthiness limitations. The FAA is issuing this AD to prevent failure of certain parts, which if not addressed, could result in subsequent loss of control of the helicopter.

(f) Compliance

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

(g) Required Action

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 2022-0067, dated April 13, 2022 (EASA AD 2022-0067).

(h) Exceptions to EASA AD 2022-0067

(1) Where EASA AD 2022-0067 refers to its effective date, this AD requires using the effective date of this AD.

(2) This AD does not adopt the requirements specified in paragraphs (1), (2), (4), and (5) of EASA AD 2022-0067.

(3) Where paragraph (3) of EASA AD 2022-0067 specifies "Within 12 months after the effective date of this AD, revise the approved AMP;" for this AD, replace that text with "Within 30 days after the effective date of this AD, revise the airworthiness limitations section of your existing helicopter maintenance manual or instructions for continued airworthiness and your existing approved maintenance or inspection program, as applicable."

(4) The initial compliance time for doing the tasks specified in paragraph (3) of EASA AD 2022-0067 is on or before the applicable "limitations" and "associated thresholds" as incorporated by the requirements of paragraph (3) of EASA AD 2022-0067, or within 30 days after the effective date of this AD, whichever occurs later.

(5) This AD does not adopt the "Remarks" section of EASA AD 2022-0067.

(i) Provisions for Alternative Actions and Intervals

No alternative actions and associated thresholds and intervals, including life limits, are allowed for compliance with paragraph (g) of this AD unless they are approved as specified in the provisions of the "Ref. Publications" section of EASA AD 2022-0067.

(j) Special Flight Permits

Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199, provided no passengers are onboard.

(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 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 International Validation Branch, send it to the attention of the person identified in paragraph (l) of this AD. Information may be emailed to: *9-AVS-AIR-730-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.

(l) Related Information

For more information about this AD, contact Joe Salameh, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (206) 231-3536; email: *joe.salameh@faa.gov*.

(m) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

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

(i) European Union Aviation Safety Agency (EASA) AD 2022-0067, dated April 13, 2022.

(ii) [Reserved]

(3) For EASA material identified in this AD, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; phone: +49 221 8999 000; email: *ADs@easa.europa.eu*; website: *easa.europa.eu*. You may find this EASA material on the EASA website at *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 *www.archives.gov/federal-register/cfr/ibr-locations* or email *fr.inspection@nara.gov*.

Issued on September 18, 2024.

Victor Wicklund,

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

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PART 39-AIRWORTHINESS DIRECTIVES

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

§39.13
[Amended]

The FAA amends §39.13 by adding the following new airworthiness directive:

2024-17-02 Bell Textron Inc.: Amendment 39-22827; Docket No. FAA-2022-0600; Project Identifier AD-2021-01160-R.

(a) Effective Date

This airworthiness directive (AD) is effective November 8, 2024.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Bell Textron Inc. Model 204B, 205A, 205A-1, 205B, and 210 helicopters, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) 5302, Rotorcraft Tail Boom.

(e) Unsafe Condition

This AD was prompted by an accident and incidents involving failure of the tail boom attachment structure. The FAA is issuing this AD to address fatigue cracking of tail boom attachment fittings, cap angles, longerons, and bolts. The unsafe condition, if not addressed, could result in separation of the tail boom from the helicopter and subsequent loss of control of the helicopter.

(f) Compliance

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

(g) Allowable Torque Values (in-lbs)

Tail boom attachment point	Model 204B	Model 205A/205A-1	Model 205B	Model 210
Upper left-hand bolt	570-610	1000-1200	1000-1200	1300-1600
Upper right-hand bolt	360-380	1000-1200	1000-1200	1000-1200
Lower left-hand bolt	360-380	400-430	400-430	400-430

Lower right-hand bolt	360-380	400-430	400-430	400-430

(h) Required Actions

(1) Within 300 hours time-in-service (TIS) or 90 days after the effective date of this AD, whichever occurs first, accomplish the actions required by paragraphs (h)(1)(i), (ii), or (iii) of this AD as applicable to your model helicopter. For purposes of this AD, the word “new” is defined as having zero total hours TIS.

(i) For Model 204B helicopters, accomplish the actions required by paragraphs (h)(1)(i)(A) through (C) of this AD.

(A) With the tail boom assembly removed, remove the upper left-hand (LH) tail boom attachment bolt (bolt) from service and inspect its associated tail boom attachment nut (nut) for mechanical damage, corrosion, a crack, damaged threads, and wear, and to determine whether it is a steel alloy part number (P/N) NAS679A, NAS1291, or MS21042. If there is any mechanical damage, corrosion, a crack, a damaged thread, or wear, or if nut P/N NAS679A, NAS1291, or MS21042 is installed, before further flight, remove the nut from service.

(B) Visually inspect each bulkhead (FS 195.00 and FS 195.03) and the bolt holes for mechanical damage, corrosion, and cracks; visually inspect each attachment fitting for mechanical damage, corrosion, cracks, and loose fasteners; determine if any of the three other nuts are a steel alloy P/N NAS679A, NAS1291, or MS21042; and visually inspect the other three nuts, the upper right-hand (RH) bolt, and two lower bolts for mechanical damage, corrosion, cracks, damaged threads, and wear, including the bolt shank and head radii of the bolts for a damaged thread, wear, and mechanical damage.

(*1*) If there is any mechanical damage, corrosion, or cracks on any bulkhead (FS 195.00 or FS 195.03), or any mechanical damage, corrosion, or cracks on any bolt holes, or if there is any mechanical damage, corrosion, cracks, or loose fasteners on any attachment fitting, before further flight, repair or replace the affected bulkhead or the affected attachment fitting, as appropriate, in accordance with FAA-approved procedures.

(*2*) If there is any mechanical damage, corrosion, a crack, a damaged thread, or wear on any nut, or if nut P /N NAS679A, NAS1291, or MS21042 is installed, before further flight, remove the affected nut from service. If there is a crack on any nut, before further flight, also remove its associated bolt from service.

(*3*) If there is any mechanical damage, corrosion, a crack, a damaged thread, or wear on the on the upper RH bolt or two lower bolts, which includes the bolt shank or head radii, before further flight, remove the affected bolt from service.

(C) Apply a coating of Aeriol ThixO #2 (3810-0) or Aeriol ThixO SYN (3820-0) aviation grease to each bolt shank only. Install the hardware set of each tail boom attachment point (nickel alloy nut P/N 90-132L7 or 90-132L6, as applicable to the affected tail boom attachment point, new upper LH bolt P/N NAS627-21, upper RH and two lower bolts P/N NAS626-20, countersunk washer, and plain washers). Torque each bolt by using the torque value information identified in paragraph (g) of this AD.

(ii) For Model 205A, 205A-1, and 205B helicopters, accomplish the actions required by paragraphs (h)(1)(ii) (A) through (C) of this AD.

(A) With the tail boom assembly removed, remove the upper LH bolt from service and inspect its associated tail boom attachment barrel nut (barrel nut) and retainer for mechanical damage, corrosion, a crack, damaged

threads, and wear, and to determine whether it is a steel alloy barrel nut P/N NAS577B8A. If there is any mechanical damage, corrosion, a crack, a damaged thread, or wear, or if barrel nut P/N NAS577B8A is installed, before further flight, remove the barrel nut and its associated retainer from service.

(B) Visually inspect each bulkhead (BS 17.31 and FS 243.89) and the bolt holes for mechanical damage, corrosion, and cracks; visually inspect each attachment fitting for mechanical damage, corrosion, cracks, and loose fasteners; determine if any of the three other barrel nuts are steel alloy P/N NAS577B8A or P/N NAS577B6A; and visually inspect the other three barrel nuts and the associated retainers, the upper RH bolt, and two lower bolts for mechanical damage, corrosion, cracks, damaged threads, and wear, including the bolt shank and head radii of the bolts for a damaged thread, wear, and mechanical damage.

(*1*) If there is any mechanical damage, corrosion, or cracks on any bulkhead (BS 17.31 or FS 243.89), or any mechanical damage, corrosion, or cracks on any bolt holes, or if there is any mechanical damage, corrosion, cracks, or loose fasteners on any attachment fitting, before further flight, repair or replace the affected bulkhead or the affected attachment fitting, as appropriate, in accordance with FAA-approved procedures.

(*2*) If there is any mechanical damage, corrosion, a crack, a damaged thread, or wear on any barrel nut or retainer, or if barrel nut P/N NAS577B8A or NAS577B6A is installed, before further flight, remove the affected barrel nut and retainer (as a pair) from service. If there is a crack on any nut, before further flight, also remove its associated bolt from service.

(*3*) If there is any mechanical damage, corrosion, a crack, a damaged thread, or wear on the upper RH bolt or two lower bolts, which includes the bolt shank or head radii, before further flight, remove the affected bolt from service.

(C) Apply a coating of Aeriol ThixO #2 (3810-0) or Aeriol ThixO SYN (3820-0) aviation grease to each bolt shank only. Install the hardware set of each tail boom attachment point (nickel alloy barrel nut P/N NAS577C6A or P/N NAS577C8A and retainer P/N NAS578C6A or P/N NAS578C8A, as applicable to the affected tail boom attachment point, new upper LH bolt P/N NAS628-22, upper RH and two lower bolts P/N NAS628-22 or NAS626-18, as applicable to the affected tail boom attachment point, countersunk washer, and plain washers). Torque each bolt by using the torque value information identified in paragraph (g) of this AD.

(iii) For Model 210 helicopters, accomplish the actions required by paragraphs (h)(1)(iii)(A) through (C) of this AD.

(A) With the tail boom supported, remove the upper LH bolt, and the steel alloy barrel nut P/N NAS577B9A, including the retainer, from service. Remove the countersunk washer, and plain washers, and install new nickel alloy barrel nut P/N NAS577C9A, new retainer P/N NAS578C9A, airworthy countersunk washer, airworthy plain washers, and a new bolt in accordance with the Accomplishment Instructions, Part I, paragraphs 5 through 7 of Bell Alert Service Bulletin (ASB) 210-21-15, Revision A, dated February 23, 2022 (ASB 210-21-15, Rev A).

(B) Remove the upper RH bolt, steel alloy barrel nut P/N NAS577B8A, countersunk washer, and plain washers. Visually inspect the upper RH bolt for any corrosion, damaged threads, wear, and fatigue cracking. If the upper RH bolt has any corrosion, damaged threads, wear, or fatigue cracking, before further flight, remove the upper RH bolt from service. Visually inspect the removed barrel nut for cracking. If there is any cracking in the barrel nut, before further flight, remove the upper RH bolt from service. Regardless of the result of the upper RH steel alloy barrel nut inspection, replace the barrel nut with a new nickel alloy barrel nut P/N NAS577C8A and new retainer P/N NAS578C8A. Install a new upper RH bolt or reinstall the

existing upper RH bolt (if no cracks in the barrel nut, and no corrosion, damaged threads, wear, or fatigue cracking in the bolt were identified), by following the Accomplishment Instructions, part I, paragraphs 11 and 12, including the caution above paragraph 11, of ASB 210-21-15, Rev A.

(C) Remove one of the lower bolts, its lower steel alloy barrel nut P/N NAS577B6A, countersunk washer, and plain washers. Visually inspect that lower bolt for any corrosion, damaged threads, wear, and fatigue cracking. If the lower bolt has any corrosion, damaged threads, wear, or fatigue cracking, before further flight, remove the lower bolt from service. Visually inspect the removed lower barrel nut for cracking. If there is any cracking in the lower barrel nut, before further flight, remove the lower bolt from service. Regardless of the result of that lower steel alloy barrel nut inspection, replace the barrel nut with a new nickel alloy barrel nut P/N NAS577C6A and new retainer P/N NAS578C6A. Install a new lower bolt or reinstall the existing lower bolt (if no cracks in the barrel nut, and no corrosion, damaged threads, wear, or fatigue cracking in the bolt were identified), by following the Accomplishment Instructions, part I, paragraphs 16 through 17, including the caution above paragraph 16, of ASB 210-21-15, Rev A. Repeat the actions required by this paragraph for the other lower attachment point.

(2) After accumulating 1 hour TIS, but not to exceed 5 hours TIS, after accomplishing the actions required by paragraph (h)(1) of this AD, using the torque value information identified in paragraph (g) of this AD applicable to your model helicopter, inspect the torque applied on each bolt. Thereafter, repeat the torque inspection of each bolt after accumulating 1 hour TIS, but not to exceed 5 hours TIS, to determine if the torque has stabilized. Do not exceed three torque inspections total for each bolt and accomplish the actions required by paragraphs (h)(2)(i) and (ii) of this AD.

(i) If the torque on a bolt is below the minimum allowable torque limit as a result of any instance of the torque inspection or if after three torque inspection attempts, the torque on any bolt has not stabilized, before further flight, accomplish the actions required by paragraphs (h)(2)(i)(A) and (B) of this AD.

(A) Remove the hardware set of one failed tail boom attachment point (nut, bolt, countersunk washer, and plain washers for Model 204B helicopters, and barrel nut, bolt, retainer, countersunk washer, and plain washers for Model 205A, 205A-1, 205B, and 210 helicopters). For Model 204B helicopters, remove the nut from service and for Model 205A, 205A-1, 205B, and 210 helicopters, remove the barrel nut and retainer from service as applicable to the affected tail boom attachment point. Visually inspect the removed bolt for any corrosion, damaged threads, wear, and fatigue cracking. If the bolt has any corrosion, a damaged thread, wear, or fatigue cracking, before further flight, remove the bolt from service.

(B) Apply a coating of Aeriol ThixO #2 (3810-0) or Aeriol ThixO SYN (3820-0) aviation grease to the bolt shank only. Install a new bolt or reinstall the existing bolt (if no corrosion, damaged threads, wear, or fatigue cracking in the bolt were identified) and the hardware set of the affected tail boom attachment point (new nut P/N 90-132L6 or 90-132L7, countersunk washer, and plain washers for Model 204B helicopters, and new nickel alloy barrel nut P/N NAS577C6A, NAS577C8A or P/N NAS577C9A and new retainer P/N NAS578C6A, NAS578C8A, or P/N NAS577C9A, countersunk washer, and plain washers for Model 205A, 205A-1, 205B, and 210 helicopters), as applicable to the affected tail boom attachment point. Torque the bolt by using the torque value information identified in paragraph (g) of this AD. Repeat the actions required by paragraphs (h)(2)(i)(A) and (B) of this AD for each failed tail boom attachment point, one hardware set at a time. Then repeat the actions required by paragraph (h)(2) of this AD just for each newly installed or reinstalled bolt until the torque for all four tail boom attachment points stabilize.

(ii) If the torque for all four tail boom attachment points has stabilized, before further flight, apply a torque stripe to all four bolts.

(3) Within 600 hours TIS or 12 months, whichever occurs first after applying torque stripes to all four bolts as required by paragraph (h)(2)(ii) of this AD, and thereafter within intervals not to exceed 600 hours TIS or 12 months, whichever occurs first, inspect the torque applied on each bolt using the torque value information

identified in paragraph (g) of this AD, as applicable to your model helicopter. If the torque on any bolt is below the minimum allowable torque limit, accomplish the actions required by paragraphs (h)(3)(i) and (ii) of this AD.

(i) Before further flight, remove the hardware set of one failed tail boom attachment point (nut, bolt, countersunk washer, and plain washers for Model 204B helicopters, and barrel nut, retainer, bolt, countersunk washer, and plain washers for Model 205A, 205A-1, 205B, and 210 helicopters) and then accomplish the actions required by paragraphs (h)(3)(i)(A), (B), or (C) of this AD as applicable to your model helicopter.

(A) For Model 204B helicopters, visually inspect the removed nut for cracking, corrosion, and loss of tare torque. If the nut has any cracking, corrosion, or loss of tare toque, before further flight, remove the nut from service and replace with a new nut P/N 90-132L7 or 90-132L6 as applicable to the tail boom attachment point. Regardless of the result of the nut inspection, remove the bolt from service and replace it with a new bolt by applying a coating of Aeriol ThixO #2 (3810-0) or Aeriol ThixO SYN (3820-0) aviation grease to the bolt shank only, and install the hardware set of the tail boom attachment point (nut, bolt, and countersunk washer, and plain washers). Torque each bolt by using the torque value information identified in paragraph (g) of this AD. Repeat the actions required by this paragraph for each failed tail boom attachment point, one hardware set at a time.

(B) For Model 205A, 205A-1, and 205B helicopters, visually inspect the removed barrel nut for cracking, corrosion, and loss of tare torque. If the barrel nut has any cracking, corrosion, or loss of tare toque, before further flight, remove the barrel nut and retainer from service and replace them with a new nickel alloy barrel nut P/N NAS577C6A, or NAS577C8A, and new retainer P/N NAS578C6A, or NAS578C8A, with the P/N of the new nickel alloy barrel nut and the P/N of the new retainer being as applicable to the affected tail boom attachment point. Regardless of the result of the barrel nut inspection, remove the bolt from service and replace it with a new bolt. Apply a coating of Aeriol ThixO #2 (3810-0) or Aeriol ThixO SYN (3820-0) aviation grease to each bolt shank only. Install the hardware set of each tail boom attachment point (nickel alloy barrel nut, retainer, bolt, countersunk washer, and plain washers). Torque each bolt by using the torque value information identified in paragraph (g) of this AD. Repeat the actions required by this paragraph for each failed tail boom attachment point, one hardware set at a time.

(C) For Model 210 helicopters, visually inspect the removed barrel nut for cracking, corrosion, and loss of tare torque. If the barrel nut has any cracking, corrosion, or loss of tare toque, before further flight, remove the barrel nut and retainer from service and replace them with a new nickel alloy barrel nut P/N NAS577C6A, NAS577C8A, or NAS577C9A, and new retainer P/N NAS578C6A, NAS578C8A, or NAS578C9A, with the P/N of the new nickel alloy barrel nut and the P/N of the new retainer being as applicable to the affected tail boom attachment point. Regardless of the result of the barrel nut inspection, remove the bolt from service and replace it with a new bolt, apply a coating of Aeriol ThixO #2 (3810-0) or Aeriol ThixO SYN (3820-0) aviation grease to each bolt shank only, and torque each bolt by using the torque value information identified in paragraph (g) of this AD. Repeat the actions required by this paragraph for each failed tail boom attachment point, one hardware set at a time.

(ii) After accumulating 1 hour TIS, but not to exceed 5 hours TIS after accomplishing the actions required by paragraph (h)(3)(i) of this AD, using the torque value information identified in paragraph (g) of this AD as applicable to your model helicopter, inspect the torque applied on each newly installed bolt. Thereafter, repeat the torque inspection of those bolts after accumulating 1 hour TIS, but not to exceed 5 hours TIS, to determine if the torque has stabilized. Do not exceed three torque inspections total for those bolts and accomplish the actions required by paragraphs (h)(2)(i) and (ii) of this AD.

(4) Within 5,000 hours TIS or 5 years after accomplishing the actions required by paragraph (h)(1) of this AD, whichever occurs first, and thereafter within intervals not to exceed 5,000 hours TIS or 5 years, whichever occurs first, accomplish the actions required by paragraphs (h)(4)(i) and (ii) of this AD.

(i) Accomplish the actions required by paragraphs (h)(1)(i), (ii), or (iii) of this AD, as applicable to your model helicopter.

(ii) After accumulating 1 hour TIS, but not to exceed 5 hours TIS after accomplishing the actions required by paragraph (h)(4)(i) of this AD, using the torque value information identified in paragraph (g) of this AD as applicable to your model helicopter, inspect the torque applied on each bolt. Thereafter, repeat the torque inspection of those bolts after accumulating 1 hour TIS, but not to exceed 5 hours TIS, to determine if the torque has stabilized. Do not exceed three torque inspections total for those bolts and accomplish the actions required by paragraphs (h)(2)(i) and (ii) of this AD.

(5) As of the effective date of this AD, do not install the following parts identified in paragraphs (h)(5)(i) and (ii) of this AD on any helicopter.

(i) For Model 204B helicopters: steel alloy nut P/N NAS679A, NAS1291, or MS21042.

(ii) For Model 205A, 205A-1, 205B, and 210 helicopters: steel alloy barrel nut P/N NAS577B9A, P/N NAS577B8A, or P/N NAS577B6A.

(i) Special Flight Permit

A one-time special flight permit may be issued in accordance with 14 CFR 21.197 and 21.199 in order to fly to a maintenance area to perform the required actions in this AD.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Central Certification 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 certification office, send it to the attention of the person identified in paragraph (k) of this AD. Information may be emailed to *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) Related Information

For more information about this AD, contact Michael Perrin, Aviation Safety Engineer, FAA, 1801 S Airport Road, Wichita, KS 67209; phone: (562) 627-5362; email: *Michael.j.perrin@faa.gov*.

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

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

(i) Bell Alert Service Bulletin 210-21-15, Revision A, dated February 23, 2022.

(ii) [Reserved]

(3) For Bell material identified in this AD, contact Bell Textron Inc., P.O. Box 482, Fort Worth, TX 76101; phone: (450) 437-2862 or (800) 363-8023; fax: (450) 433-0272; email: *productsupport@bellflight.com;* website: *bellflight.com/support/contact-support.*

(4) You may view this material at the FAA, Office of Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., 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 *www.archives.gov/federal-register/cfr/ibr-locations* or email *fr.inspection@nara.gov*.

Issued on September 27, 2024.

Victor Wicklund,

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

[FR Doc. 2024-22908 Filed 10-3-24; 8:45 am]

BILLING CODE 4910-13-P

PART 39-AIRWORTHINESS DIRECTIVES

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

§39.13
[Amended]

The FAA amends §39.13 by adding the following new airworthiness directive:

2024-17-08 Airbus Helicopters: Amendment 39-22833; Docket No. FAA-2024-1297; Project Identifier MCAI-2022-00736-R.

(a) Effective Date

This airworthiness directive (AD) is effective November 7, 2024.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus Helicopters Model EC225LP helicopters, certificated in any category.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by a report of water in the oil of a main gearbox (MGB), due to an incorrect installation of the upper main rotor mast cover plate. The FAA is issuing this AD to prevent water in the MGB oil. The unsafe condition, if not addressed, could result in corrosion of the main rotor mast and inside the MGB, degradation of the MGB, degradation of the upper stops assembly, failure of a critical part, and subsequent loss of control of the helicopter.

(f) Compliance

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

(g) Requirements

Except as specified in paragraphs (h) and (i) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, European Union Aviation Safety Agency (EASA) AD 2022-0104, dated June 9, 2022 (EASA AD 2022-0104).

(h) Exceptions to EASA AD 2022-0104

(1) Where EASA AD 2022-0104 requires compliance in terms of flight hours, this AD requires using hours time-in-service.

(2) Where EASA AD 2022-0104 refers to its effective date, this AD requires using the effective date of this AD.

(3) Where the material referenced in paragraph (2) of EASA AD 2022-0104 specifies using a rule (item zz), this AD requires using a straight edge.

(4) Instead of complying with paragraph (3) of EASA AD 2022-0104, comply with the following, “For Group 2 helicopters: Within 110 hours time-in-service or 3 months after the effective date of this AD, whichever occurs first, collect a main gearbox oil sample and send the main gearbox oil sample for water content analysis. Thereafter, within 110 hours time-in-service or 3 months after accomplishing the initial instance of those actions, whichever occurs later, collect another main gearbox oil sample and send the main gearbox oil sample for water content analysis.”

(5) Where the material referenced in EASA AD 2022-0104 specifies discarding a part, this AD requires removing that part from service.

(6) Where paragraphs (4.2) and (5) of EASA AD 2022-0104 specify contacting AH [Airbus Helicopters] with a request to accomplish a DET, this AD requires a detailed inspection done in accordance with a method approved by the Manager, International Validation Branch, FAA; or EASA; or Airbus Helicopters' EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature. The detailed inspection must define what is considered a discrepancy.

(7) Instead of complying with paragraph (6) of EASA AD 2022-0104, comply with the following, “If there is a discrepancy as a result of the detailed inspection, before further flight, replace the main gearbox with an airworthy main gearbox.”

(8) This AD does not adopt the “Remarks” section of EASA AD 2022-0104.

(i) No Reporting Requirement

Although the material referenced in EASA AD 2022-0104 specifies to submit certain information to the manufacturer, this AD does not require that action.

(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 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 International Validation Branch, send it to the attention of the person identified in paragraph (k) of this AD. Information may be emailed to: *9-AVS-AIR-730-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) 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: *william.mccully@faa.gov*.

(l) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

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

(i) European Union Aviation Safety Agency AD 2022-0104, dated June 9, 2022.

(ii) [Reserved]

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

(4) You may view this material 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 *www.archives.gov/federal-register/cfr/ibr-locations* or email *fr.inspection@nara.gov*.

Issued on September 27, 2024.

Victor Wicklund,

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

[FR Doc. 2024-22800 Filed 10-2-24; 8:45 am]

BILLING CODE 4910-13-P

PART 39-AIRWORTHINESS DIRECTIVES

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

§39.13
[Amended]

The FAA amends §39.13 by adding the following new airworthiness directive:

2024-19-10 Austro Engine GmbH: Amendment 39-22852; Docket No. FAA-2024-2313; Project Identifier MCAI-2024-00493-E.

(a) Effective Date

This airworthiness directive (AD) is effective October 9, 2024.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Austro Engine GmbH (Austro) Model E4 and E4P engines with an installed piston having part number E4A-72-400-000.

(d) Subject

Joint Aircraft System Component (JASC) Code 8500, Engine (Reciprocating).

(e) Unsafe Condition

This AD was prompted by reports of engine failures and an investigation where cracks were discovered on the pistons. The FAA is issuing this AD to detect and address cracks on the pistons. The unsafe condition, if not addressed, could result in engine failure with consequent reduced control of the airplane and, for single-engine airplanes, damage to the airplane and injury to occupants during an emergency landing.

(f) Compliance

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

(g) Required Actions

(1) At the applicable times specified in paragraphs (g)(1)(i) through (iv) of this AD, do repetitive borescope inspections (BSIs) of each affected piston for cracks on the piston in accordance with paragraph 2.1.2 “Accomplishment/Instructions” of Austro Mandatory Service Bulletin No. MSB-E4-043/0, dated August 27, 2024.

(i) For Configuration E4A and E4P engines with less than 100 flight hours (FHs) since installation as of the effective date of this AD: Inspect within 100 FHs since installation and thereafter at intervals not to exceed 50 FHs.

(ii) For Configuration E4A and E4P engines with 100 FHs or more since installation as of the effective date of this AD: Inspect before further flight and thereafter at intervals not to exceed 50 FHs.

(iii) For Configuration E4B and E4C engines with less than 200 FHs since installation as of the effective date of this AD: Inspect within 200 FHs since installation and thereafter at intervals not to exceed 100 FHs.

(iv) For Configuration E4B and E4C engines with 200 FHs or more since installation as of the effective date of this AD: Inspect before further flight and thereafter at intervals not to exceed 100 FHs.

(2) If during any BSI required by paragraph (g)(1) of this AD, any crack is found, before further flight, do the following:

(i) Remove from service and replace the piston. Replacement of the engine core includes piston replacement and would satisfy this requirement.

(ii) Collect a fuel sample from the high-pressure pump (HPP) fuel return line and do a fuel analysis for water contamination.

(iii) If during any fuel analysis required by paragraph (g)(2)(ii), any water contamination is found, remove from service and replace the HPP, injectors, and fuel rails.

(h) Definitions

For the purpose of this AD:

(1) “Configuration E4A engines” are Model E4 engines with an engine serial number (ESN) that begins with “E4-A- . . .”

(2) “Configuration E4B engines” are Model E4 engines with an ESN that begins with “E4-B- . . .”

(3) “Configuration E4C engines” are Model E4 engines with an ESN that begins with “E4-C- . . .”

(4) “Configuration E4P engines” are Model E4P engines with an ESN that begins with “E4P-B- . . .” or “E4P-C- . . .”

(i) Credit for Previous Actions

Credit may be taken for BSIs done before the effective date of this AD using Austro Engine Authorization Request/Occurrence Reporting AR1734, dated August 16, 2024.

(j) Special Flight Permits

A special flight permit may be issued in accordance with 14 CFR 21.197 and 21.199 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 under visual flight rule conditions, without passengers, and does not exceed 3 FHs.

(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 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 International Validation Branch, send it to the attention of the person identified in paragraph (l) of this AD and email to: *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.

(l) Additional Information

For more information about this AD, contact Morton Lee, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (860) 386-1791; email: *morton.y.lee@faa.gov*.

(m) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

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

(i) Austro Engine GmbH (Austro) Mandatory Service Bulletin No. MSB-E4-043/0, dated August 27, 2024.

(ii) [Reserved]

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

(4) You may view this material 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 *www.archives.gov/federal-register/cfr/ibr-locations* or email *fr.inspection@nara.gov*.

Issued on September 17, 2024.

Victor Wicklund,

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

[FR Doc. 2024-21804 Filed 9-19-24; 4:15 pm]

BILLING CODE 4910-13-P

PART 39-AIRWORTHINESS DIRECTIVES

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

§39.13
[Amended]

The FAA amends §39.13 by adding the following new airworthiness directive:

2024-19-11 Robinson Helicopter Company: Amendment 39-22853; Docket No. FAA-2024-0237; Project Identifier AD-2023-00491-R.

(a) Effective Date

This airworthiness directive (AD) is effective October 31, 2024.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Robinson Helicopter Company Model R44 and R44 II helicopters, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code: 6310, Engine/Transmission coupling.

(e) Unsafe Condition

This AD was prompted by reports of a fractured clutch shaft forward yoke (yoke) on the main rotor (M/R) drive due to fatigue cracking. The FAA is issuing this AD to detect fatigue cracking on the yoke. The unsafe condition, if not addressed, could result in loss of M/R drive 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

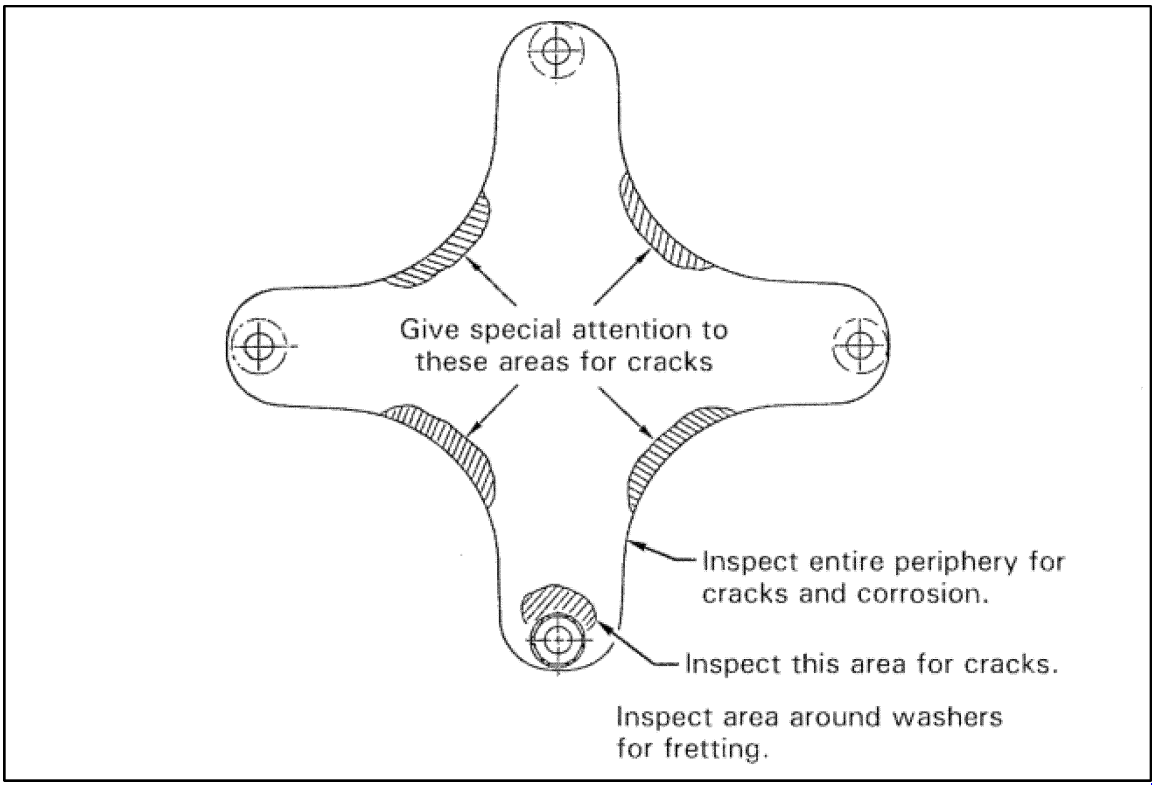
(1) Within 100 hours time-in-service (TIS) after the effective date of this AD, accomplish the actions required by paragraphs (g)(1)(i) through (iii) of this AD.

(i) Visually inspect forward flex plate assembly (flex plate) part number (P/N) C947-1 for any loose fasteners, cracks, fretting, corrosion, wear, and to ensure that the washers are bonded to both sides of each flex plate arm, in the areas depicted in Figure 1 to paragraph (g)(1)(i) of this AD. If there is any loose

fastener (can be moved by hand), crack, fretting, corrosion, or wear that consists of the washers not securely bonded to both sides of each flex plate arm, before further flight, remove the flex plate from service and replace with an airworthy flex plate.

Note 1 to paragraph (g)(1)(i): The flex plate may be installed in order to accomplish the visual inspection.

Figure 1 to Paragraph (g)(1)(i)-Flex Plate Inspection



(ii) Visually inspect yoke P/N C907-1 or C907-2, as applicable to your model helicopter, and yoke P/N C908-1, for any cracks, corrosion, and fretting. If there is any crack, corrosion, or fretting, before further flight, remove the yoke from service and replace it with an airworthy yoke, and torque each newly-installed bolt, nut, and palnut using the torque value information in Appendix 1 to this AD.

(iii) Visually inspect each flex plate bolt for a torque stripe, loose fastener, and a loose nut, and to ensure that palnut P/N B330-19 is installed. If there is a missing torque stripe, loose fastener on any nut (can be moved by hand), or if any nut is loose (nut can be turned by hand), or if palnut P/N B330-19 is not installed, before further flight, remove the associated yoke from service and replace it with an airworthy yoke, and torque each newly-installed bolt, nut, and palnut using the torque value information in Appendix 1 to this AD.

(2) For Model R44 helicopters having serial number 0002, or 0004 through 9999 inclusive, except not 1140, and R44 II helicopters having serial number 1140 or 10001 through 29999 inclusive on which a yoke replacement as specified in paragraph (g)(1)(ii) or (iii) of this AD was not accomplished: Prior to the accumulation of 2,200 total hours TIS on any yoke P/N C907-1 or C907-2 or within 12 years since first installation of yoke P/N C907-1 or C907-2 on any helicopter, whichever occurs first; or within 100 hours TIS after the effective date of this AD; whichever occurs later, remove that yoke from service and replace it with an airworthy yoke, and torque each newly-installed bolt, nut, and palnut using the torque value information in Appendix 1 to this AD.

(3) For Model R44 helicopters having serial number 30001 and subsequent, on which a yoke replacement as specified in paragraph (g)(1)(ii) or (iii) of this AD was not accomplished: Prior to the accumulation of 2,400

total hours TIS on any yoke P/N C907-1 or C907-2 or within 12 years since first installation of yoke P/N C907-1 or C907-2 on any helicopter, whichever occurs first; or within 100 hours TIS after the effective date of this AD; whichever occurs later, remove that yoke from service and replace it with an airworthy yoke, and torque each newly-installed bolt, nut, and palnut using the torque value information in Appendix 1 to this AD.

(4) As an alternative to removing the yoke from service as required by paragraph (g)(2) or (3) of this AD as applicable, remove yoke P/N C907-1 or C907-2, as applicable to your model helicopter, remove the paint on the yoke using Cee-Bee stripper A-292, without using a plastic media abrasive paint stripper, and accomplish paragraphs (g)(4)(i) and (ii) of this AD, as applicable.

(i) Using 10X or higher power magnifying glass, visually inspect the yoke for any crack, seam, lap, shut, and any flaw which is open to the surface. If there is any crack, seam, lap, shut, or flaw, before further flight, remove the yoke from service and replace it with an airworthy yoke, and torque each newly-installed bolt, nut, and palnut using the torque value information in Appendix 1 to this AD.

(ii) If the yoke is not removed from service as a result of the actions required by paragraph (g)(4)(i) of this AD, inspect it for any crack, seam, lap, shut, or any flaw which is open to the surface by performing a magnetic particle inspection using a method in accordance with FAA-approved procedures. If there is any crack, seam, lap, shut, or flaw, before further flight, remove the yoke from service and replace with an airworthy yoke, and torque each newly-installed bolt, nut, and palnut using the torque value information in Appendix 1 to this AD.

(h) Special Flight Permit

A one-time flight permit may be issued in accordance with 14 CFR 21.197 and 21.199 in order to fly to a maintenance area to perform the required actions in this AD, provided there are no passengers onboard.

(i) 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 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 West Certification Branch, send it to the attention of the person identified in paragraph (j) of this AD. Information may be emailed to: *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.

(j) Related Information

For more information about this AD, contact Eric Moreland, Aviation Safety Engineer, FAA, 3960 Paramount Boulevard, Lakewood, CA 90712; phone: (562) 627-5364; email: *Eric.R.Moreland@faa.gov*.

(k) Material Incorporated by Reference

None.

Appendix 1 to AD 2024-19-11

NOTE

1. Torque values are in inch-pounds unless otherwise specified.
2. Torque values include nut self-locking torque.
3. Increase torque values 10% if torqued at bolt head.
4. Wet indicates threads lubricated with A257-9 anti-seize.
5. For elbow and tee fittings which require alignment, torque to indicated value, then tighten to desired position.
6. Tolerance is ± 10% unless range is specified.
7. Unless otherwise specified, thread sizes 8-32 and smaller are not used for primary structure and do not require control of torques.

FASTENER SERIES		SIZE	EXAMPLE FASTENER	TORQUE (IN.-LB)
NAS6603 thru NAS6608 Bolts NAS1303 thru NAS1308 Bolts NAS623 Screws NAS1351 & NAS1352 Screws NAS600 thru NAS606 Screws		10-32	NAS6603	50
		1/4-28	NAS6604	120
		5/16-24	NAS6605	240
		3/8-24	NAS6606	350
		7/16-20	NAS6607	665
		1/2-20	NAS6608	995
A142 screws AN3 Bolts AN4 Bolts AN6 Bolts AN8 Bolts	AN502 Screws AN503 Screws AN509 Screws AN525 Screws MS24694 Screws MS27039 Screws	10-32	A142-1, -3, -4; AN3	37
		1/4-28	AN4	90
		3/8-24	AN6	280
		1/2-20	AN8	795
STAMPED NUTS (PALNUTS) Palnuts are to be used only once and replaced with new when removed.		10-32	B330-7 (MS27151-7)	6–15
		1/4-28	B330-13 (MS27151-13)	11–25
		5/16-24	B330-16 (MS27151-16)	20–40
		3/8-24	B330-19 (MS27151-19)	29–60
		7/16-20	B330-21 (MS27151-21)	42–85
		1/2-20	B330-24 (MS27151-24)	54–110
TAPERED PIPE THREADS		1/8-27	See note 5	60
			Straight fittings only	120
		1/4-18	See note 5	85
			Straight fittings only	170
		3/8-18	See note 5	110
			Straight fittings only	220
		1/2-14	See note 5	160
			Straight fittings only	320
		3/4-14	See note 5	230
			Straight fittings only	460
ROD END JAM NUTS (AN315 and AN316)		10-32	AN315-3	15
		1/4-28	AN316-4	40
		5/16-24	AN316-5	80
		3/8-24	AN316-6	110

Issued on September 19, 2024.

Victor Wicklund,

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

BILLING CODE 4910-13-P

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BILLING CODE 4910-13-C

PART 39-AIRWORTHINESS DIRECTIVES

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

§39.13
[Amended]

The FAA amends §39.13 by adding the following new airworthiness directive:

2024-19-12 DG Aviation GmbH (Type Certificate Previously Held by DG Flugzeugbau GmbH): Amendment 39-22854; Docket No. FAA-2024-2316; Project Identifier MCAI-2024-00381-G.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to the following:

(1) DG Aviation GmbH (type certificate previously held by DG Flugzeugbau GmbH) Model DG-400 gliders, all serial numbers, certificated in any category, except those with l'Hotellier connections of the elevator control installed; and

(2) DG Aviation GmbH (type certificate previously held by DG Flugzeugbau GmbH) Model DG-500 Elan Orion, DG-500 Elan Trainer, DG-500/20 Elan, DG-500/22 Elan, DG-500M, DG-500MB, DG-800A, DG-800B, DG-808C, DG-1000M, DG-1000S, and DG-1000T gliders, all serial numbers; certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 2730, Elevator Control System.

(e) Unsafe Condition

This AD was prompted by a report of a broken rod end at the upper end of the elevator pushrod in the fin (vertical tail) of a DG Aviation GmbH DG-300 glider. The FAA is issuing this AD to detect and address the unsafe condition. The unsafe condition, if not addressed, could result in loss of pitch control of the glider.

(f) Compliance

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

(g) Definitions

For the purposes of this AD the definitions in paragraphs (g)(1) through (5) of this AD apply.

(1) The “applicable technical note for your glider” is:

(i) *Model DG-400 gliders:* DG Aviation GmbH Technical Note No. DG-SS-09, Doc. No. TMDG-SS-09 FE-29-01, Issue 01.f, dated March 5, 2024.

(ii) *Model DG-500 gliders:* DG Aviation GmbH Technical Note No. 500/17, Doc. No. TM500-17 FE-29-01, Issue 01.c, dated March 5, 2023.

(iii) *Model DG-800 gliders:* DG Aviation GmbH Technical Note No. 800/50, Doc. No. TM800-50 FE-29-01, Issue 01.c, dated March 5, 2024.

(iv) *Model DG-1000 gliders:* DG Aviation GmbH Technical Note No. 1000/50, Doc. No. TM1000-50 FE-29-01, Issue 01.c, dated March 4, 2024.

(2) A “new elevator pushrod end” is an elevator pushrod with zero hours time-in-service (TIS) having a part number specified in the applicable technical note for your glider that has never been installed on any glider.

(3) A “new elevator roller” is an elevator roller with zero hours TIS having a part number specified in the applicable technical note for your glider that has never been installed on any glider.

(4) *Group 1 gliders:* Model DG-400 gliders.

(5) *Group 2 gliders:* Model DG-500 Elan Orion, DG-500 Elan Trainer, DG-500/20 Elan, DG-500/22 Elan, DG-500M, DG-500MB, DG-800A, DG-800B, DG-808C, DG-1000M, DG-1000S, and DG-1000T gliders.

(h) Required Actions

(1) *Group 1 and Group 2 gliders:* Within 3 months after the effective date of this AD, revise your existing glider maintenance manual in accordance with paragraph 1 of the Instructions in the applicable technical note for your glider.

(2) *Group 1 and Group 2 gliders:* Within 3 months after the effective date of this AD, accomplish an operational check of the free play adjustment of the automatic elevator hook-up in accordance with paragraph 2 of the Instructions in the applicable technical note for your glider.

(i) *Group 1 gliders:* If, during the operational check required by paragraph (h)(2) of this AD, any discrepancy as described in paragraph 2 of the Instructions in the applicable technical note for your glider is detected, before further flight, replace the elevator roller with a new elevator roller and adjust free play in accordance with paragraph 2 of the Instructions in the applicable technical note for your glider. Where the technical note for your glider specifies to “mark the removed rod end as [an] unserviceable part” this AD requires “removing that elevator pushrod end from service.” Where the technical note for your glider specifies “If a new rod end is needed, order it immediately at DG” this AD only requires “replacing the elevator pushrod end with a new elevator pushrod end.”

(ii) *Group 2 gliders:* If, during the operational check required by paragraph (h)(2) of this AD, any discrepancy, as described in paragraph 2 of the Instructions of the applicable technical note for your glider is detected, before further flight, replace either the elevator pushrod end or elevator roller or both, as applicable, with a new elevator pushrod end and new elevator roller and adjust the free play in accordance

with paragraph 2 of the Instructions in the applicable technical note for your glider. Where the technical note for your glider specifies to “mark the removed rod end as [an] unserviceable part” this AD requires “removing that elevator pushrod end from service.” Where the technical note for your glider specifies “If a new rod end is needed, order it immediately at DG” this AD only requires “replacing the elevator pushrod end with a new elevator pushrod end.”

(3) *Group 1 gliders:* Within 3 months after the effective date of this AD, replace the elevator pushrod end with a new elevator pushrod end in accordance with paragraph 2 of the Instructions in the applicable technical note for your glider.

(i) Reporting Not Required

Although the Remarks section of the material specified in paragraph (g)(1) of this AD states to report “any damaged parts, false adjustment of the elevator control, or false installation of parts” and “If you find that airworthiness may be affected this has to be reported to the competent authority,” this AD does not require those actions.

(j) Special Flight Permit

Special flight permits are prohibited.

(k) Alternative Methods of Compliance (AMOCs)

The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 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 International Validation Branch, send it to the attention of the person identified in paragraph (l) of this AD and email to: *AMOC@faa.gov*. 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 Fred Guerin, Aviation Safety Engineer, FAA, 1600 Stewart Avenue, Suite 410, Westbury, NY 11590; phone: (206) 231-2346; email: *fred.guerin@faa.gov*.

(m) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the material listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

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

(i) DG Aviation GmbH Technical Note No. DG-SS-09, Doc. No. TMDG-SS-09 FE-29-01, Issue 01.f, dated March 5, 2024.

(ii) DG Aviation GmbH Technical Note No. 500/17, Doc. No. TM500-17 FE-29-01, Issue 01.c, dated March 5, 2023.

(iii) DG Aviation GmbH Technical Note No. 800/50, Doc. No. TM800-50 FE-29-01, Issue 01.c, dated March 5, 2024.

(iv) DG Aviation GmbH Technical Note No. 1000/50, Doc. No. TM1000-50 FE-29-01, Issue 01.c, dated March 4, 2024.

(3) For DG Aviation GmbH material identified in this AD, contact DG Aviation GmbH, Otto-Lilienthal Weg 2/Am Flugplatz, 76646 Bruchsal, Germany; phone: +49 (0) 7251 36660-32; email: *info@dg-aviation.de;* website: *dg-aviation.de/en/dg-flugzeugbau/contact.*

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

(5) You may view this material at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, visit *www.archives.gov/federal-register/cfr/ibr-locations* or email *fr.inspection@nara.gov*.

Issued on September 19, 2024.

Steven W. Thompson,

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

[FR Doc. 2024-22321 Filed 9-25-24; 4:15 pm]

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PART 39-AIRWORTHINESS DIRECTIVES

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

§39.13
[Amended]

The FAA amends §39.13 by adding the following new airworthiness directive:

2024-19-17 Bell Textron Inc. and Various Restricted Category Helicopters: Amendment 39-22859; Docket No. FAA-2024-2319; Project Identifier AD-2024-00498-R.

(a) Effective Date

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

(b) Affected ADs

None.

(c) Applicability

This AD applies to the helicopters identified in paragraphs (c)(1) and (2) of this AD with tension torsion (TT) straps part-number AA-204-310-101-101, AA-204-310-101-101C, AA-204-310-101-103, or AA-204-310-101-103C installed in accordance with Supplemental Type Certificate No. SR03408CH.

(1) Bell Textron Inc. Model 204B, 205A, 205A-1, 205B, 210, and 212 helicopters, certificated in any category; and

(2) The various restricted category helicopters identified in paragraphs (c)(2)(i) through (xiii) of this AD.

(i) Model 209/AH-1G helicopters; current type certificate holders include, but are not limited to, Attack Logistics LLC.

(ii) Model AH-1S helicopters; current type certificate holders include, but are not limited to, US Helicopter, Inc.

(iii) Model HH-1K helicopters; current type certificate holders include, but are not limited to, Midwest Aerospace TC LLC.

(iv) Model SW205A-1 helicopters; current type certificate holders include, but are not limited to, Southwest Florida Aviation International, Inc.

(v) Model TH-1F helicopters; current type certificate holders include, but are not limited to, Midwest Aerospace TC LLC, Robinson Air Crane, Inc., and Tamarack Helicopters, Inc.

(vi) Model TH-1L helicopters; current type certificate holders include, but are not limited to, Bell Textron Inc., Midwest Aerospace TC LLC, and Overseas Aircraft Support, Inc.

(vii) Model UH-1A helicopters; current type certificate holders include, but are not limited to, Richards Heavylift Helo, Inc.

(viii) Model UH-1B helicopters; current type certificate holders include, but are not limited to, International Helicopters, Inc., Midwest Aerospace TC LLC, Overseas Aircraft Support, Inc., Red Tail Flying Services LLC, Richards Heavylift Helo, Inc., Southwest Florida Aviation International, Inc., and WSH, LLC.

Note 1 to paragraph (c)(2)(viii): Helicopters with an SW204 or SW204HP designation are Southwest Florida Aviation International, Inc., Model UH-1B helicopters.

(ix) Model UH-1E helicopters; current type certificate holders include, but are not limited to, Bell Textron Inc., Midwest Aerospace TC LLC, Overseas Aircraft Support, Inc., Smith Helicopters, and West Coast Fabrications.

(x) Model UH-1F helicopters; current type certificate holders include, but are not limited to, AST, Inc., California Department of Forestry, Midwest Aerospace TC LLC, Robinson Air Crane, Inc., and Tamarack Helicopters, Inc.

(xi) Model UH-1H helicopters; current type certificate holders include, but are not limited to, Arrow Falcon Exporters Inc., Global Helicopter Technology, Inc., Hagglund Helicopters, LLC, JJASPP Engineering Services, LLC., Midwest Aerospace TC LLC, Northwest Rotorcraft, LLC, Overseas Aircraft Support, Inc., Richards Heavylift Helo, Inc., Southwest Florida Aviation International, Inc., and Tamarack Helicopters, Inc.

Note 2 to paragraph (c)(2)(xi): Helicopters with an SW205 designation are Southwest Florida Aviation International, Inc., Model UH-1H helicopters.

(xii) Model UH-1L helicopters; current type certificate holders include, but are not limited to, Bell Textron Inc., Midwest Aerospace TC LLC, and Overseas Aircraft Support, Inc.

(xiii) Model UH-1P helicopters; current type certificate holders include, but are not limited to, Midwest Aerospace TC LLC and Robinson Air Crane, Inc.

(d) Subject

Joint Aircraft System Component (JASC) Code 6700, Rotorcraft flight control.

(e) Unsafe Condition

This AD was prompted by an accident involving failure of a TT strap, which resulted in the main rotor blade detaching from the main rotor head. The FAA is issuing this AD to address failure of a TT strap. The unsafe condition, if not addressed, could result in loss of a main rotor blade 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) Remove the TT straps from service and replace them with airworthy TT straps at the compliance time required by paragraphs (g)(1)(i) or (ii) of this AD, as applicable.

(i) For TT straps that as of the effective date of this AD have accumulated 350 or more total hours time-in-service (TIS) since first installation on any helicopter, within 50 hours TIS after the effective date of this AD.

(ii) For TT straps that as of the effective date of this AD have accumulated less than 350 total hours TIS since first installation on any helicopter, before the TT straps accumulate 400 total hours TIS since first installation on any helicopter.

(2) As of the effective date of this AD, do not install the TT straps identified in the introductory text of paragraph (c) of this AD on any helicopter.

(h) Special Flight Permit

Special flight permits are prohibited.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Central Certification 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 Central Certification Branch, send it to the attention of the person identified in paragraph (j) of this AD. Information may be emailed to: *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.

(j) Additional Information

For more information about this AD, contact Brian Hanley, Aviation Safety Engineer, FAA, 1801 S Airport Road, Wichita, KS 67209; phone: (847) 294-8140; email: *Brian.Hanley@faa.gov*.

(k) Material Incorporated by Reference

None.

Issued on September 23, 2024.

Steven W. Thompson,

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

[FR Doc. 2024-22095 Filed 9-23-24; 4:15 pm]

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