

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

**SMALL AIRPLANES, ROTORCRAFT, GLIDERS,
BALLOONS, & AIRSHIPS**

BIWEEKLY 2020-16

7/20/2020 - 8/2/2020



Federal Aviation Administration
Continued Operational Safety Policy Section, AIR-141
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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

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

Biweekly 2020-01

2019-22-08		Leonardo S.p.A	AW169 and AW189 helicopters
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Biweekly 2020-02

We published no ADs for the Small AD Biweekly during this period.

Biweekly 2020-03

We published no ADs for the Small AD Biweekly during this period.

Biweekly 2020-04

2020-02-11	R 2015-04-04	Bell Helicopter Textron Inc.	412 and 412EP helicopters
2020-02-17		Sikorsky Aircraft Corporation	S-70, S-70A, S-70C, S-70C(M), and S-70C(M1) helicopters
2020-02-23		Airbus Helicopters	AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, and AS350D1; AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters
2020-03-50		Cirrus Design Corporation	SF50 airplanes

Biweekly 2020-05

2020-03-13		Leonardo S.p.A.	AW189 helicopters
2020-03-16		Textron Aviation Inc.	210G, T210G, 210H, T210H, 210J, T210J, 210K, T210K, 210L, T210L, 210M, and T210M airplanes

Biweekly 2020-06

2020-04-21		Bell Helicopter Textron Canada Limited	429 helicopters
2020-05-11		Robinson Helicopter Company	R44 and R44 II helicopters

Biweekly 2020-07

2020-04-13		Daher Aircraft Design, LLC	KODIAK 100 airplanes
2020-04-14		Honda Aircraft Company LLC	HA-420 airplanes
2020-04-21		Bell Helicopter Textron Canada Limited	429 helicopters
2020-05-20		Airbus Helicopters	AS332C, AS332C1, AS332L, AS332L1, and AS332L2 helicopters
2020-05-23		Airbus Helicopters	AS332C, AS332C1, AS332L, and AS332L1 helicopters
2020-06-11		MD Helicopters Inc.	600N helicopters

Biweekly 2020-08

2020-06-12		Airbus Helicopters	AS332L2 and EC225LP helicopters
2020-06-13		Airbus Helicopters	AS332C, AS332C1, AS332L, and AS332L1 helicopters

Biweekly 2020-09

2020-07-15		PZL Swidnik S.A.	PZL W-3A helicopters
2020-07-22		PZL Swidnik S.A.	PZL W-3A helicopters
2020-08-02		Thales AVS France SAS	Global Positioning System/Satellite Based Augmentation System receivers
2020-08-10		Robinson Helicopter Company	R44 and R44 II helicopters
2020-09-01	R 2008-24-04	Airbus Helicopters	AS355E, AS355F, AS355F1, AS355F2, and AS355N helicopters
2020-09-02	R 2017-16-04	Anjou Aeronautique	Torso restraint systems

Biweekly 2020-10

2020-09-04		Aermacchi S.p.A.	F.260, F.260B, F.260C, F.260D, F.260E, and F.260F
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Biweekly 2020-11

2020-09-15		Airbus Helicopters	AS332C, AS332C1, AS332L, and AS332L1
2020-10-02	R 2011-12-07	Airbus Helicopters	SA-365C, SA-365C1, SA-365C2, SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1
2020-10-03		Weatherly Aircraft Company	201, 201A, 201B, 201C, 620, 620A, 620B, 620B-TG, and 620TP
2020-10-05		Rockwell Collins, Inc	Flight Management Systems

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects			
2020-11-02		Airbus Helicopters	AS332C, AS332C1, AS332L, AS332L1, AS332L2, and EC225LP
2020-11-04		Learjet Inc.	60
2020-11-05		Airbus Helicopters	EC120B
Biweekly 2020-12			
2020-11-06		Pilatus Aircraft Ltd	PC-6, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, PC-6/C1-H2, PC-6-H1, and PC-6-H2
2020-11-07		MD Helicopter Inc.	369D, 369E, 369FF, 369H, 369HE, 369HM, 369HS, 500N, and 600N
Biweekly 2020-13			
2020-03-50		Cirrus Design Corporation	SF50
2020-12-02		Airbus Helicopters	EC120B
2020-12-07		Hamilton Sundstrand Corporation	54H60
2020-12-08	R 2011-20-01	Embraer S.A.	EMB-505
2020-12-10	R 2011-12-08	Bell Textron Inc.	205A, 205A-1, 205B, 212, 412, 412CF, and 412EP
Biweekly 2020-14			
2020-12-09		Airbus Helicopters	EC130B4 and EC130T2
2020-13-02		Leonardo S.p.A.	A119 and AW119 MKII
2020-13-03	R 2018-07-15	XtremeAir GmbH Airplanes	XA42
Biweekly 2020-15			
2020-13-01		Quest Aircraft Design, LLC	KODIAK 100
2020-14-01		Bell Textron Inc.	214ST
2020-14-06		Diamond Aircraft Industries Inc.	DA 40, DA 40 F, and DA 40 NG
2020-15-01		Airbus Helicopters	EC 155B and EC155B1
Biweekly 2020-16			
2020-14-07		Austro Engine GmbH	E4 and E4P
2020-15-03	R 2016-07-13 R 2018-03-22	GE Aviation Czech s.r.o.	M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, and M601F
2020-15-04		GE Aviation Czech s.r.o.	M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, M601F, H75-100, H75-200, H80, H80-100, H80-200, H85-100, and H85-200
2020-15-05	R 2018-18-02	Austro Engine GmbH	E4 and E4P
2020-15-06		PZL Swidnik S.A.	W-3A
2020-15-11		PZL Swidnik S.A.	PZL W-3A
2020-15-13	R 2017-02-07	Airbus Helicopters Deutschland GmbH	MBB-BK 117 C-2 and MBB-BK 117 D-2
2020-15-15		Airbus Helicopters	EC225LP
2020-15-16	R 2018-07-08	Leonardo S.p.A.	A109E, A109K2, A109S, AW109SP, A119, and AW119 MKII
2020-15-18		Leonardo S.p.A.	AB139, AW139, AW169, and AW189
2020-15-19		Pacific Aerospace Limited	750XL
2020-16-03		PZL Swidnik S.A.	PZL W-3A
2020-16-08		Aspen Avionics, Inc.	Evolution Flight Display (EFD) EFD1000 Primary Flight Display, EFD1000 Multi-Function Display, and EFD1000 Emergency Backup Display
2020-16-10		Bell Textron Inc.	204B, 205A, 205A-1, 205B, 212, 214B, 214B-1, 412, 412CF, and 412EP



2020-14-07 Austro Engine GmbH: Amendment 39-21161; Docket No. FAA-2019-1113; Project Identifier MCAI-2019-00117-E.

(a) Effective Date

This AD is effective August 25, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Austro Engine GmbH Model E4 and E4P diesel piston engines.

(d) Subject

Joint Aircraft System Component (JASC) Code 7322, Fuel Control/Reciprocating Engines and Code 8520, Reciprocating Engine Power Section.

(e) Unsafe Condition

This AD was prompted by reports of considerable wear of the timing chain and failure of fuel injectors on the affected engines. The FAA is issuing this AD to prevent failure of the timing chain and fuel injectors. The unsafe condition, if not addressed, could result in loss of engine thrust control and reduced control of the airplane.

(f) Compliance

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

(g) Required Actions

(1) For engines that have had a windmill restart before the effective date of this AD or for engines with a timing chain in which it cannot be determined if the engine has experienced any windmilling, after the effective date of this AD, remove the timing chain and replace with a part eligible for installation as follows, whichever occurs later:

- (i) Before the timing chain exceeds 900 flight hours (FHs) since new, or;
- (ii) Within 100 FHs after the windmilling restart, or;
- (iii) Before further flight.

(2) For engines that have a windmill restart after the effective date of this AD, remove the timing chain before it exceeds 900 FHs since new or within 100 FHs after the windmilling restart, whichever occurs later, and replace with a part eligible for installation.

(3) Remove the fuel injectors and replace with parts eligible for installation before they exceed 900 FHs since new or before further flight after the effective date of this AD, whichever occurs later.

(i) Use Accomplishment/Instructions, paragraph 2.1, of Austro Engine Mandatory Service Bulletin (MSB) No. MSB-E4-025, Rev. No. 3, dated January 8, 2019, to perform the required actions in paragraph (g)(3) of this AD.

(ii) [Reserved]

(4) Thereafter, repeat the replacement of the fuel injectors required by paragraph (g)(3) of this AD at intervals not exceeding 900 FHs since new.

(h) Exception to Paragraph (g)(3)(i)

The tagging and returning of the removed fuel injectors to the manufacturer, referenced in the Accomplishment/Instructions, paragraph 2.1, of Austro Engine MSB No. MSB-E4-025, Rev. No. 3, dated January 8, 2019, are not required by this AD.

(i) Credit for Previous Actions

You may take credit for the replacement of the timing chain that is required by paragraph (g)(1) of this AD if you performed this replacement before the effective date of this AD using Austro Engine MSB No. MSB-E4-017/2, Revision 2, dated December 2, 2016.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, ECO 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 ECO Branch, send it to the attention of the person identified in paragraph (k)(1) of this AD. You may email your request to: ANE-AD-AMOC@faa.gov.

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

(k) Related Information

(1) For more information about this AD, contact Mehdi Lamnyi, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA, 01803; phone: 781-238-7743; fax: 781-238-7199; email: Mehdi.Lamnyi@faa.gov.

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2019-0041, dated February 25, 2019, for more information. You may examine the EASA AD in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2019-1113.

(l) Material Incorporated by Reference

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

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

(i) Austro Engine Mandatory Service Bulletin No. MSB-E4-025, Rev. No. 3, dated January 8, 2019.

(ii) [Reserved]

(3) For Austro Engine GmbH service information identified in this AD, contact Austro Engine GmbH, Rudolf-Diesel-Strasse 11, A-2700 Weiner Neustadt, Austria; phone: +43 2622 23000; fax: +43 2622 23000-2711; website: www.austroengine.at.

(4) You may view this service information at FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA, 01803. For information on the availability of this material at the FAA, call 781-238-7759.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email: fedreg.legal@nara.gov, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on July 9, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-15606 Filed 7-20-20; 8:45 am]



2020-15-03 GE Aviation Czech s.r.o.: Amendment 39-21166; Docket No. FAA-2019-1021; Project Identifier MCAI-2019-00120-E.

(a) Effective Date

This AD is effective August 31, 2020.

(b) Affected ADs

This AD replaces AD 2016-07-13, Amendment 39-18458 (81 FR 20222, April 7, 2016) (“2016-07-13”), and AD 2018-03-22, Amendment 39-19195 (83 FR 6455, February 14, 2018) (“2018-03-22”).

(c) Applicability

This AD applies to all GE Aviation Czech s.r.o. M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, and M601F model turboprop engines.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by the discovery of damage to certain engine power turbine (PT) disks and a review by the manufacturer that determined that certain engine PT rotors have less overspeed margin than originally declared during product certification. This AD was also prompted by the manufacturer identifying additional part numbers (P/Ns) and serial numbers (S/Ns) of engine PT disks affected by damage or non-conformity since publishing AD 2016-07-13 and AD 2018-03-22. The FAA is issuing this AD to prevent failure of the engine PT disk and rotor. The unsafe condition, if not addressed, could result in uncontained release of the engine PT disk and rotor, damage to the engine, and damage to the airplane.

(f) Compliance

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

(g) Required Actions

(1) For Group 1 engines: Before the affected engine PT disk accumulates the number of cycles since new as specified in Attachment B of GE Aviation Alert Service Bulletin (ASB) ASB-M601E-72-50-00-0069[02], ASB-M601D-72-50-00-0052[02], ASB-M601T-72-50-00-0028[02], ASB-M601F-72-50-00-0035[02], and ASB-M601Z-72-50-00-0038[02] (single document; formatted as service bulletin identifier[revision number]), dated June 11, 2019 (“the ASB”), or at the next engine

shop visit, whichever occurs first after the effective date of this AD, perform a visual inspection, dimensional inspection, and fluorescent penetrant inspection on the affected engine PT disk using Attachment G, Inspection Instruction, of the ASB.

(2) If, during the inspections required by paragraph (g)(1) of this AD, any damage is detected, or a non-conforming slot radius is found that exceeds the acceptability criteria as defined in Table 1–PT Disc P/N M601-3220.5 inspection limits of the ASB, before further flight, remove the affected engine PT disk from service and replace it with a part eligible for installation using Attachment F, Replacement Instruction, of the ASB.

(3) For Group 2 engines: Within the compliance time identified in Table 1 to paragraph (g)(3) of this AD, modify the engine by removing the affected engine PT disk from service and replacing it with a part eligible for installation using Attachment F, Replacement Instruction, of the ASB.

Table 1 to Paragraph (g)(3) – Compliance Time Requirements for Group 2 Engines

Compliance Time (A, B, C, D, or E, whichever occurs first after the effective date of this AD)	
A	Before the engine exceeds the Time Between Overhaul (TBO) cycle limit specified in the Applicable Engine Maintenance Manual (EMM).
B	Before the engine PT disk accumulates the number of cycles since overhaul as specified in Attachment D of the ASB.
C	Before the engine PT disk accumulates the number of cycles since new as specified in Attachment D of the ASB.
D	Within 180 days.
E	During the next shop visit (engine overhaul or rebuild), or within five years after March 21, 2018 (the effective date of AD 2018-03-22), whichever occurs first.

(4) For Group 3 engines: Within five years after March 21, 2018 (the effective date of AD 2018-03-22), or during the next engine shop visit after the effective date of this AD, whichever occurs first, remove the affected engine PT disk from service and replace it with a part eligible for installation using Attachment F, Replacement Instruction, of the ASB.

(h) Definitions

(1) For the purpose of this AD, a Group 1 engine is a GE Aviation Czech s.r.o. turboprop engine that has an engine PT disk having P/N M601-3220.5 and S/N 407560-158, 407560-164, 406380-196 or 407560-190, installed.

(2) For the purpose of this AD, a Group 2 engine is a GE Aviation Czech s.r.o. turboprop engine that has an engine PT disk having P/N M601-3220.6 or P/N M601-3220.7, and a S/N listed in Attachment C of the ASB, installed.

(3) For the purpose of this AD, a Group 3 engine is a GE Aviation Czech s.r.o. turboprop engine that has an engine PT disk having P/N M601-3220.6 or P/N M601-3220.7, and any S/N not listed in Attachment C of the ASB, installed.

(4) For the purpose of this AD, an “affected engine PT disk” is an engine PT disk having P/N M601-3220.5 and S/N 407560-158, 407560-164, 406380-196 or 407560-190, except those that passed an inspection (no defects detected) using Attachment G, Inspection Instruction, of the ASB. An “affected engine PT disk” is also an engine PT disk having P/N M601-3220.6 or M601-3220.7.

(i) Credit for Previous Actions

You may take credit for the inspections and replacement of the affected engine PT disk that are required by paragraph (g) of this AD if you performed the inspections and replacement before the effective date of this AD using the ASB, Revision 01 or the original issue.

(j) No Reporting Requirement

The reporting requirements in the Attachment G, Inspection Instruction, of the ASB, are not required by this AD.

(k) Alternative Methods of Compliance (AMOCs)

(1) The Manager, ECO 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 ECO Branch, send it to the attention of the person identified in paragraph (l)(1) of this AD. You may email your request to: ANE-AD-AMOC@faa.gov.

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

(l) Related Information

(1) For more information about this AD, contact Mehdi Lamnyi, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7743; fax: 781-238-7199; email: Mehdi.Lamnyi@faa.gov.

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2019-0143, dated June 13, 2019, for more information. You may examine the EASA AD in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2019-1021.

(m) Material Incorporated by Reference

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

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

(i) GE Aviation Alert Service Bulletin (ASB) ASB-M601E-72-50-00-0069[02], ASB-M601D-72-50-00-0052[02], ASB-M601T-72-50-00-0028[02], ASB-M601F-72-50-00-0035[02], and ASB-M601Z-72-50-00-0038[02] (single document; formatted as service bulletin identifier[revision number]), dated June 11, 2019.

(ii) [Reserved]

(3) For GE Aviation Czech service information identified in this AD, contact GE Aviation Czech s.r.o., Beranov[yacute]ch 65, 199 02 Praha 9–Let[ncaron]any, Czech Republic; phone: +420 222 538 111; fax +420 222 538 222; email: tp.ops@ge.com.

(4) You may view this service information at FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA, 01803. For information on the availability of this material at the FAA, call 781-238-7759.

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

NARA, email: fedreg.legal@nara.gov, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on July 9, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-16121 Filed 7-24-20; 8:45 am]



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2020-15-04 GE Aviation Czech s.r.o. (Type Certificate previously held by WALTER Engines a.s., Walter a.s., and MOTORLET a.s.): Amendment 39-21167; Docket No. FAA-2017-0967; Project Identifier 2017-NE-35-AD.

(a) Effective Date

This AD is effective August 31, 2020.

(b) Affected ADs

None.

(c) Applicability

(1) This AD applies to all GE Aviation Czech s.r.o. M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, M601F, H75-100, H75-200, H80, H80-100, H80-200, H85-100, and H85-200 turboprop engines.

(2) These engines are known to be installed on, but not limited to, Thrush Aircraft, Inc. (formerly Quality, Ayres, Rockwell) S-2R, PZL “Warszawa-Okęcie” PZL-106 (Kruk), Air Tractor AT-300, AT-400 and AT-500 series, Allied Ag Cat Productions, Inc. (formerly Schweizer, Grumman American) G-164 series, RUAG (formerly Dornier) Do 28 and Aircraft Industries (formerly LET) L-410 airplanes.

(d) Subject

Joint Aircraft System Component (JASC) Code 7810, Engine Collector/Tailpipe/Nozzle.

(e) Unsafe Condition

This AD was prompted by a review by the manufacturer that identified the possibility of a power turbine (PT) overspeed and the uncontained release of PT blades. The FAA is issuing this AD to prevent uncontained release of the PT blades. The unsafe condition, if not addressed, could result in failure of the PT blades, uncontained release of the blades, damage to the engine, and damage to the airplane.

(f) Compliance

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

(g) Required Actions

(1) After the effective date of this AD, replace the parts listed in Tables 2 through 5 to paragraph (g) of this AD with the parts identified in Planning Information, Paragraph 1.5, Sections I through IV, respectively in GE Aviation Alert Service Bulletin (ASB) ASB-M601E-72-00-00-0070[03], ASB-

M601D-72-00-00-0053[03], ASB-M601F-72-00-00-0036[03], ASB-M601T-72-00-00-0029[03], ASB-M601Z-72-00-00-0039[03], ASB-H75-72-00-00-0011[03], ASB-H80-72-00-00-0025[03], and ASB-H85-72-00-00-0007[03] (single document; formatted as service bulletin identifier[revision number]), dated July 24, 2018, using the criteria below, whichever occurs first:

- (i) During the next engine shop visit,
- (ii) within the compliance time identified in the applicable Airworthiness Limitations Section of the existing maintenance manual for the affected engine model, or
- (iii) within the compliance time, in years after the effective date of this AD, shown in Table 1 of this AD.

Table 1 to Paragraph (g) – Compliance Times

Date of Engine Manufacture	Date of Release to Service after last Shop Visit	Compliance Time
December 31, 2008 or before	Never subjected to engine shop visit	5 years
January 1, 2009 or later		10 years
any	February 9, 2014 or before	5 years
any	February 10, 2014 or later	10 years

Table 2 to Paragraph (g) – Exhaust Systems M601-4.2, M601-4.5, M601-4.51, M601-4.52, M601-4.61, and M601-4.62

Engine models	Part Name	Part Number (P/N)
M601E-11, M601E-11A, M601E-11AS, M601E-11S, M601F, H75-100, H75-200, H80, H80-100, H80-200, H85-100, and H85-200	Containment Ring	M601-426.5
	Insulation Cover	M601-422.3, M601-422.2
	Supporting Cone	M601-457.7, M601-457.3
	Support	M601-4512.5

Table 3 to Paragraph (g) – Exhaust System M601-4.1, M601-4.6, and M601-4.7

Engine models	Part Name	P/N
M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S	Containment Ring	M601-426.5
	Insulation Cover	M601-422.3, M601-422.2
	Support	M601-4512.5
	Supporting Cone	M601-457.7, M601-457.3
	Outlet Duct	M601-416.6

Table 4 to Paragraph (g) – Countershaft Case Complete (Reduction Gearbox Subassembly) M601-62.2, M601-62.7, M601-60.3

Engine models	Part Name	P/N
All	Bolt	M601-6170.9
	Ring	M601-6014.9

**Table 5 to Paragraph (g)– Torquemeter (Reduction Gearbox Subassembly)
M601-673.6, M601-667.7, M601-605.3**

Engine models	Part Name	P/N
All	Torquemeter Holder	M601-643.9

(2) [Reserved]

(h) Installation Prohibition

(1) Do not install any part with a P/N listed in Tables 2 through 5 to paragraph (g) of this AD on any engine after that engine has been modified as required by paragraph (g)(1) of this AD.

(2) After the effective date of this AD, do not install a part with a P/N listed in Tables 2 through 5 of this AD on any engine manufactured on or after September 1, 2017.

(i) Definition

For the purpose of this AD, an engine shop visit is when the engine is overhauled or rebuilt, or the PT is disassembled.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, ECO 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 ECO Branch, send it to the attention of the person identified in paragraph (k)(1) of this AD. You may email your request to: ANE-AD-AMOC@faa.gov.

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

(k) Related Information

(1) For more information about this AD, contact Barbara Caufield, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7146; fax: 781-238-7199; email: barbara.caufield@faa.gov.

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2017-0151R1, dated December 5, 2018, for more information. You may examine the EASA AD in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating it in Docket No. FAA-2017-0967.

(l) Material Incorporated by Reference

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

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

(i) GE Aviation Alert Service Bulletin ASB-M601E-72-00-00-0070[03], ASB-M601D-72-00-00-0053[03], ASB-M601F-72-00-00-0036[03], ASB-M601T-72-00-00-0029[03], ASB-M601Z-72-

00-00-0039[03], ASB-H75-72-00-00-0011[03], ASB-H80-72-00-00-0025[03], and ASB-H85-72-00-00-0007[03] (single document; formatted as service bulletin identifier[revision number]), dated July 24, 2018.

(ii) [Reserved]

(3) For GE Aviation Czech service information identified in this AD, contact GE Aviation Czech s.r.o., Beranovych 65, 199 02 Praha 9–Letnany, Czech Republic; phone: +420 222 538 111; fax: +420 222 538 222.

(4) You may view this service information at FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA, 01803. For information on the availability of this material at the FAA, call 781-238-7759.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email: fedreg.legal@nara.gov, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on July 10, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-16122 Filed 7-24-20; 8:45 am]



2020-15-05 Austro Engine GmbH: Amendment 39-21168; Docket No. FAA-2020-0136; Project Identifier MCAI-2019-00114-E.

(a) Effective Date

This AD is effective August 31, 2020.

(b) Affected ADs

This AD replaces AD 2018-18-02, Amendment 39-19381 (83 FR 53802, October 25, 2018).

(c) Applicability

This AD applies to Austro Engine GmbH model E4 engines with serial numbers that have a “-B” or “-C” configuration and to model E4P engines, all serial numbers.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports of considerable wear of the timing chain on the affected engines. The FAA is issuing this AD to prevent failure of the engine timing chain. The unsafe condition, if not addressed, could result in failure of the engine timing chain, loss of engine thrust control, and reduced control of the airplane.

(f) Compliance

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

(g) Required Actions

(1) Within 30 days after the effective date of this AD, under the Emergency Procedures chapter, amend the applicable airplane flight manual (AFM) by adding the information in Figure 1 to paragraph (g)(1) of this AD to limit the use of a windmilling restart to only an emergency procedure.

Figure 1 to Paragraph (g)(1) – Restart In-Flight by Windmilling

Restart In-Flight by Windmilling

In case of an engine malfunction, determine the root cause and only continue if a safe restart is possible.

1. Max. demonstrated altitude for immediate restart by windmilling: 15,000 ft.
2. Max. demonstrated altitude for restart after 10 min. and ambient air temperature higher than ISA by windmilling: 10,000 ft.
3. Max. demonstrated altitude for restart after 5 min. and ambient air temperature between ISA and ISA minus 10°C by windmilling: 10,000 ft.
4. Max. demonstrated altitude for restart after 2 min. and ambient air temperature below ISA minus 10°C by windmilling: 10,000 ft.
5. Airspeed: See applicable Aircraft Flight Manual.
6. Power Levers – “IDLE”
7. Engine Master – “ON”

Move power lever slightly forward to a power rating that assures the referring engine is delivering thrust as a rotating propeller is not a guarantee for a running engine.

(2) For affected Austro Engine GmbH model E4 engines installed on Diamond Aircraft Industries (DAI) model Diamond Aircraft (DA) 42 NG and DA 42 M-NG airplanes, and for Austro Engine GmbH model E4P engines installed on DAI model DA 62 airplanes, using DA AFM Temporary Revision (TR) TR-MÄM-42-973, and DA AFM TR TR-MÄM-62-240, both dated August 12, 2016, to update the applicable AFM is an acceptable method to comply with paragraph (g)(1) of this AD.

(h) Credit for Previous Actions

You may take credit for actions required by paragraph (g) of this AD if you amended the applicable AFM for the airplane with the affected engine installed before the effective date of this AD in accordance with AD 2018-18-02.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, ECO 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 ECO Branch, send it to the attention of the person identified in paragraph (j)(1) of this AD. You may email your request to: ANE-AD-AMOC@faa.gov.

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

(j) Related Information

(1) For more information about this AD, contact Mehdi Lamnyi, Aerospace Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA, 01803; phone: 781-238-7743; fax: 781-238-7199; email: Mehdi.Lamnyi@faa.gov.

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2017-0103R1, dated February 25, 2019, for more information. You may examine the EASA AD in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating it in Docket No. FAA-2020-0136.

(k) Material Incorporated by Reference

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

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

(i) Diamond Aircraft (DA) Temporary Revision (TR) TR-MÄM-42-973, dated August 12, 2016, for the Diamond Aircraft Industries (DAI) model DA 42 NG Airplane Flight Manual (AFM).

(ii) DA AFM TR TR-MÄM-62-240, dated August 12, 2016, for the DAI model DA 62 AFM.

(3) For Diamond Aircraft Industries service information identified in this AD, contact Diamond Aircraft Industries, N.A., Otto-Straße 5, A-2700 Wiener Neustadt, A2700, Austria; phone: +43 2622 26700; fax: +43 2622 26780; website: www.diamondaircraft.com.

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA, 01803. For information on the availability of this material at the FAA, call 781-238-7759.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email: fedreg.legal@nara.gov, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on July 9, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-16127 Filed 7-24-20; 8:45 am]



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2020-15-06 PZL Swidnik S.A.: Amendment 39-21169; Docket No. FAA-2018-0753; Product Identifier 2018-SW-033-AD.

(a) Applicability

This AD applies to PZL Swidnik S.A. (PZL) Model W-3A helicopters, with a serial number up to 3X.10.12 inclusive, certificated in any category, with a main transmission (Main XMSN) case, part number (P/N) 64.21.0105 or P/N 64.22.0161, installed on a WR-3 Main XMSN P/N 64.21.3000 or P/N 64.21.4000.

(b) Unsafe Condition

This AD defines the unsafe condition as a crack in the Main XMSN case. This condition could result in the structural failure and loss of load carrying capabilities of the Main XMSN and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective August 11, 2020.

(d) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(e) Required Actions

(1) Within 5 hours time-in-service (TIS), using a light source and mirror, and paying particular attention to the area above the Main XMSN mounting flange as shown in Attachment 1, Sketch 2 LH side and Sketch 2 RH side of Wytwórnia Sprzętu Komunikacyjnego “PZL-Świdnik” Spółka Akcyjna Mandatory Bulletin No. BO-37-18-294, dated April 12, 2018 (BO-37-18-294), visually inspect the Main XMSN case for a crack and indications of a crack. For purposes of this inspection, indications of a crack may be indicated by paint coat chipping or cracking, a surface scratch, or an oil leak.

(i) If there is a crack, before further flight, remove from service the WR-3 Main XMSN.

(ii) If there is any indication of a crack, before further flight, clean the Main XMSN case with a cotton cloth and washing or degreasing agent (extraction naphtha or equivalent), and using a 5X or greater power magnifying glass, visually inspect the area for a crack.

(A) If there is a crack, before further flight, remove from service the WR-3 Main XMSN.

(B) If there is no a crack, before further flight, apply white chalk on the area as described in paragraph (e)(1) of this AD and perform a powerplant ground run for 15 minutes with engines running at ground idle rating. After shutting down, either inspect the white chalk area for discoloration of the chalk or dye penetrant inspect the area for a crack. If the chalk is discolored or there is a crack, before further flight, remove from service the WR-3 Main XMSN.

Note 1 to paragraph (e)(1)(ii)(B) of this AD: Wytwórnia Sprzętu Komunikacyjnego “PZL-Świdnik” Spółka Akcyjna service information refers to a dye penetrant inspection as a color penetrant inspection.

(2) Thereafter following paragraph (e)(1) of this AD, at intervals not to exceed 25 hours TIS, do the actions required by paragraph (e)(1) of this AD.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Rotorcraft Standards Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Rao Edupuganti, Aviation Safety Engineer, Regulations and Policy Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5110; email 9-ASW-FTW-AMOC-Requests@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, the FAA suggests that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

(g) Additional Information

The subject of this AD is addressed in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD No. 2018-0092-E, dated April 20, 2018. You may view the EASA AD on the internet at <https://www.regulations.gov> by searching for and locating it in Docket No. FAA-2018-0753.

(h) Subject

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

(i) Material Incorporated by Reference

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

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

(i) WYTWÓRNIA SPRZ[Eogon]TU KOMUNIKACYJNEGO “PZL-Świdnik” Spółka Akcyjna Mandatory Bulletin No. BO-37-18-294, dated April 12, 2018.

(ii) [Reserved]

(3) For service information identified in this AD, contact PZL-Świdnik S.A., A1. Lotników Polskich 1, 21-045 Świdnik, Poland; telephone +48 81 468 09 01, 751 20 71; fax +48 81 468 09 19, 751 21 73; or at www.pzl.swidnik.pl.

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

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on July 10, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-16120 Filed 7-24-20; 8:45 am]



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2020-15-11 PZL Swidnik S.A.: Amendment 39-21174; Docket No. FAA-2020-0675; Product Identifier 2018-SW-027-AD.

(a) Applicability

This AD applies to PZL Swidnik S.A. (PZL) Model PZL W-3A helicopters, certificated in any category, with a main rotor (M/R) vibration absorber star part number (P/N) 30.23.005.01.04 installed.

(b) Unsafe Condition

This AD defines the unsafe condition as corrosion pits in the M/R vibration absorber star. This condition could result in structural failure of the M/R vibration absorber star, damage to the main and tail rotor, and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective August 11, 2020.

(d) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(e) Required Actions

For helicopters with a serial number (S/N) up to 37.10.12 inclusive, within 25 hours time-in-service (TIS) or 15 days, whichever occurs first; and for helicopters with an S/N above 37.10.12, within 300 hours TIS or 12 months after the date of manufacture, whichever occurs first:

(1) Access the M/R vibration absorber by following Attachment 1, Procedure—Removal, Inspection, Repair, and Installation of Vibration Absorber Star, section II., of WYTWORNIA SPRZETU KOMUNIKACYJNEGO “PZL-Swidnik” Spolka Akcyjna Mandatory Bulletin No. BO-37-18-291, dated March 13, 2018 (MB BO-37-18-291 Attachment 1).

(i) Clean the M/R vibration absorber star surface. Visually inspect the M/R vibration absorber star for paint coating delamination, blistering, discoloration, and missing paint coating, a scratch, a dent, a nick, and corrosion.

(ii) If there is any paint coating delamination, blistering, or discoloration, or missing paint, any scratch, any dent, any nick, or corrosion, before further flight, mechanically remove any remaining paint coating and inspect the M/R vibration absorber star for a scratch, a dent, a nick, and corrosion. Additionally, inspect the heads of each bolt P/N 30.23.000.08.04 that secures the vibration absorber star to the bracket for corrosion under the bolt heads.

Note 1 to paragraph (e)(1)(ii) of this AD: the anodic coating may become damaged while removing the paint coating.

(A) If there is no scratch, dent, nick, or corrosion on the M/R vibration absorber star, before further flight, repair the paint coating.

(B) If there is a scratch, a dent, a nick, or corrosion on the M/R vibration absorber star not exceeding the accumulated maximum total polishing depth of 0.5 mm, using 80-100 grit abrasive paper or an equivalent grit file or scraper, polish out any scratch, dent, nick, and corrosion and do the following:

(1) Using 150-180 grit abrasive paper, blend the repaired surface and make a smooth chamfer as shown in Sketch 2. Blending Method, MB BO-37-18-291 Attachment 1. The blending width “S” must be at least 10 times greater than blending depth “h.” The radii “R1” and “R2” must be at least 5 times greater than depth “h.”

(2) Using 600-900 grit abrasive paper, polish the repaired surface and repair the paint coating.

(C) If there is a scratch, a dent, a nick, or corrosion on the M/R vibration absorber star that meets or exceeds the accumulated maximum total polishing depth of 0.5 mm, before further flight, remove from service the M/R vibration absorber star.

(D) If there is corrosion on the head of any bolt P/N 30.23.000.08.04 that secures the vibration absorber star to the bracket, before further flight, repair or replace the M/R vibration absorber star in accordance with FAA approved procedures.

(2) Thereafter, at intervals not to exceed 300 hours TIS or 1 year, whichever occurs first, perform the actions required by paragraph (e)(1) of this AD.

(3) After the effective date of this AD, do not install an M/R vibration absorber star on any helicopter unless the requirements of paragraph (e)(1) of this AD have been accomplished.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Rotorcraft Standards Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Kristi Bradley, Aerospace Engineer, Safety Management Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5110; email 9-ASW-FTW-AMOC-Requests@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, the FAA suggests that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

(g) Additional Information

The subject of this AD is addressed in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD No. 2018-0070, dated March 27, 2018. You may view the EASA AD on the internet at <https://www.regulations.gov> in Docket No. FAA-2020-0675.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 6300, Main Rotor Drive System.

(i) Material Incorporated by Reference

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

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

(i) WYTWORNIA SPRZ[Eogon]TU KOMUNIKACYJNEGO “PZL-Swidnik” Spolka Akcyjna Mandatory Bulletin No. BO-37-18-291, dated March 13, 2018.

(ii) [Reserved]

(3) For service information identified in this AD, contact PZL-Świdnik S.A., A1. Lotników Polskich 1, 21-045 Świdnik, Poland; telephone +48 81 468 09 01, 751 20 71; fax +48 81 468 09 19, 751 21 73; or at www.pzl.swidnik.pl.

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

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on July 14, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-16129 Filed 7-24-20; 8:45 am]



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2020-15-13 Airbus Helicopters Deutschland GmbH: Amendment 39-21176; Docket No. FAA-2017-1123; Product Identifier 2017-SW-013-AD.

(a) Applicability

This AD applies to Airbus Helicopters Deutschland GmbH Model MBB-BK 117 C-2 helicopters, serial numbers up to and including 9750, and Airbus Helicopters Deutschland GmbH Model MBB-BK 117 D-2 helicopters, serial numbers up to and including 20110, certificated in any category, with a hydraulic module plate assembly part number B291M0003103 with a single locking attachment point installed or with a double locking attachment point installed before the effective date of this AD in accordance with Airbus Helicopters Alert Service Bulletin (ASB) No. ASB MBB-BK117 C-2-29A-003 (ASB MBB-BK117 C-2-29A-003 Rev 2) or ASB No. ASB MBB-BK117 D-2-29A-001 (ASB MBB-BK117 D-2-29A-001 Rev 2), both Revision 2 and dated February 1, 2017, as applicable to your model helicopter.

(b) Unsafe Condition

This AD defines the unsafe condition as failure of a hydraulic module plate assembly attachment point (attachment point). This condition could result in loss of the hydraulic module plate and subsequent loss of control of the helicopter.

(c) Affected ADs

This AD replaces AD 2017-02-07, Amendment 39-18786 (82 FR 10267, February 10, 2017).

(d) Effective Date

This AD becomes effective August 31, 2020.

(e) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(f) Required Actions

Comply with either paragraphs (f)(1) and (2) of this AD, or paragraph (f)(3) of this AD, as applicable to your helicopter.

(1) For helicopters with a hydraulic module plate assembly with a single locking attachment hardware installed, within 100 hours time-in-service (TIS):

(i) Visually inspect the split pins, castellated nuts, plugs, nuts, and hexagon bolts of each attachment point for a crack and for proper installation by following the Accomplishment Instructions, paragraphs 3.B.1.3.a. through 3.B.1.3.d., of Airbus Helicopters ASB No. ASB MBB-BK117 C-2-29A-003 (ASB MBB-BK117 C-2-29A-003 Rev 3) or Airbus Helicopters ASB No. ASB

MBB-BK117 D-2-29A-001 (ASB MBB-BK117 D-2-29A-001 Rev 3), both Revision 3 and dated December 19, 2017, as applicable to your model helicopter. Replace any part that has a crack before further flight. If the split pins, castellated nuts, or hexagon bolts are not as depicted in Figures 1 and 2 of ASB MBB-BK117 C-2-29A-003 Rev 3 or ASB MBB-BK117 D-2-29A-001 Rev 3, before further flight, properly install them.

(ii) Apply a torque of 9 to 10 Nm to the left-hand (LH) and right-hand (RH) nuts of each forward attachment point. If a torque of 9 to 10 Nm cannot be applied, replace the affected nut before further flight.

(2) For helicopters with a hydraulic module plate assembly with a single locking attachment hardware installed, within 300 hours TIS:

(i) Replace each forward single locking attachment hardware with double locking attachment hardware by following the Accomplishment Instructions, paragraphs 3.B.3.3. through 3.B.3.6. on page 11 of ASB MBB-BK117 C-2-29A-003 Rev 3 or ASB MBB-BK117 D-2-29A-001 Rev 3, as applicable to your model helicopter, except you are not required to discard old parts.

(ii) Replace each aft single locking attachment hardware with double locking attachment hardware and reposition the LH and RH aft grounding straps by following the Accomplishment Instructions, paragraphs 3.B.3.1. through 3.B.3.7. on page 13 of ASB MBB-BK117 C-2-29A-003 Rev 3 or ASB MBB-BK117 D-2-29A-001 Rev 3, as applicable to your model helicopter, except you are not required to discard old parts.

(3) If you have replaced the attachment hardware with double locking attachment hardware before the effective date of this AD in accordance with ASB MBB-BK117 C-2-29A-003 Rev 2 or ASB MBB-BK117 D-2-29A-001 Rev 2, as applicable to your model helicopter: Within 300 hours TIS, inspect the clamping effect of the LH and RH aft screw joints (bolts) of the hydraulic module plate by following the Accomplishment Instructions, paragraph 3.B.5., of ASB MBB-BK117 C-2-29A-003 Rev 3 or ASB MBB-BK117 D-2-29A-001 Rev 3, as applicable to your model helicopter, except you are not required to discard old parts.

Note 1 to paragraph (f)(3) of this AD: Airbus Helicopters refers to bolts as “screw joints.”

(g) Credit for Previous Actions

Actions accomplished before the effective date of this AD in accordance with the procedures specified in the following are considered acceptable for compliance with the corresponding actions in paragraph (f)(1) of this AD:

(1) AD 2017-02-07, Amendment 39-18786 (82 FR 10267, February 10, 2017).

(2) Airbus Helicopters ASB No. ASB MBB-BK117 C-2-29A-003, Revision 1, dated October 14, 2016.

(3) Airbus Helicopters ASB No. ASB MBB-BK117 C-2-29A-003, Revision 2, dated February 1, 2017.

(4) Airbus Helicopters ASB No. ASB MBB-BK117 D-2-29A-001, Revision 1, dated October 14, 2016.

(5) Airbus Helicopters ASB No. ASB MBB-BK117 D-2-29A-001, Revision 2, dated February 1, 2017.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Rotorcraft Standards Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Matt Fuller, AD Program Manager, Continued Operational Safety Branch, Airworthiness Products Section, General Aviation and Rotorcraft Unit, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5110; email 9-ASW-FTW-AMOC-Requests@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, the FAA suggests that you notify your principal inspector, or lacking a principal

inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

(i) Additional Information

(1) Airbus Helicopters ASB No. ASB MBB-BK117 C-2-29A-003 and ASB No. ASB MBB-BK117 D-2-29A-001, both Revision 1 and dated October 14, 2016, and both Revision 2 and dated February 1, 2017, which are not incorporated by reference, contain additional information about the subject of this AD. For service information identified in this AD, contact Airbus Helicopters, 2701 N Forum Drive, Grand Prairie, TX 75052; telephone 972-641-0000 or 800-232-0323; fax 972-641-3775; or at <https://www.airbus.com/helicopters/services/technical-support.html>. You may view a copy of the service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177.

(2) The subject of this AD is addressed in European Aviation Safety Agency (now European Union Aviation Safety Agency) AD No. 2017-0047, dated March 13, 2017. You may view the EASA AD on the internet at <https://www.regulations.gov> in Docket No. FAA-2017-1123.

(j) Subject

Joint Aircraft Service Component (JASC) Code: 2900, Hydraulic Power System.

(k) Material Incorporated by Reference

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

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

(i) Airbus Helicopters Alert Service Bulletin (ASB) No. ASB MBB-BK117 C-2-29A-003, Revision 3, dated December 19, 2017.

(ii) Airbus Helicopters ASB No. ASB MBB-BK117 D-2-29A-001, Revision 3, dated December 19, 2017.

(3) For Airbus Helicopters service information identified in this AD, contact Airbus Helicopters, 2701 N Forum Drive, Grand Prairie, TX 75052; telephone 972-641-0000 or 800-232-0323; fax 972-641-3775; or at <https://www.airbus.com/helicopters/services/technical-support.html>.

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

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on July 15, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-16166 Filed 7-24-20; 8:45 am]



2020-15-15 Airbus Helicopters: Amendment 39-21178; Docket No. FAA-2020-0214; Product Identifier 2018-SW-039-AD.

(a) Effective Date

This AD is effective September 3, 2020.

(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 67, Rotorcraft Flight Controls.

(e) Reason

This AD was prompted by a mechanical deformation found on the protective cover of the “SHEAR” control pushbutton installed on a copilot collective stick. The FAA is issuing this AD to address this condition, which could lead to unintended shearing of the hoist cable, possibly resulting in loss of a hoisted load or person(s).

(f) Compliance

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

(g) Definitions

For the purposes of this AD, the definitions specified in paragraphs (g)(1) through (3) of this AD apply.

(1) Affected part: A pilot or copilot collective stick having part number (P/N) 704A41110139, equipment manufacturer NSE P/N N2000355.

(2) Group 1 helicopters: Helicopters that have an affected part installed.

(3) Group 2 helicopters: Helicopters that do not have an affected part installed. A helicopter that has embodied Airbus Helicopters Modification 332P084165 in production is a Group 2 helicopter, provided that helicopter remains in that configuration.

(h) Required Actions

For Group 1 helicopters: At the applicable compliance time specified in Table 1 to paragraph (h) of this AD, modify the helicopter by replacing the protective cover of the “SHEAR” control pushbutton and re-identifying the part number of the pilot and copilot collective sticks, in accordance with the Accomplishment Instructions of Airbus Helicopters Alert Service Bulletin EC225-67A017, Revision 0, dated March 26, 2018.

Table 1 to paragraph (h) – Compliance times for required actions

Helicopter configuration	Compliance time
“SHEAR” control associated with a hoist installation	Within 3 months after the effective date of this AD
“SHEAR” control not associated with a hoist installation	Within 12 months after the effective date of this AD or upon connecting the “SHEAR” control with an installation, whichever occurs first

(i) Parts Installation Prohibition

At the applicable times specified in paragraphs (i)(1) and (2) of this AD: Do not install on any helicopter a “SHEAR” control pushbutton protective cover having P/N 700070 on the pilot or copilot collective stick, and do not install on any helicopter a pilot or copilot collective stick having P/N 704A41110139 (equipment manufacturer NSE P/N N2000355).

(1) For Group 1 helicopters: After modification of the helicopter as required by paragraph (h) of this AD.

(2) For Group 2 helicopters: From the effective date of this AD.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Rotorcraft Standards Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Clark Davenport, Flight Test Analyst, Flight Test Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5110; email 9-ASW-FTW-AMOC-Requests@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, notify your principal inspector or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

(k) Related Information

(1) The subject of this AD is addressed in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2018-0106, dated May 10, 2018. This EASA AD may be found in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0214.

(2) For more information about this AD, Clark Davenport, Flight Test Analyst, Flight Test Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5151; email clark.davenport@faa.gov.

(I) Material Incorporated by Reference

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

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

(i) Airbus Helicopters Alert Service Bulletin EC225-67A017, Revision 0, dated March 26, 2018.

(ii) [Reserved]

(3) For service information identified in this AD, contact Airbus Helicopters, 2701 N Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at <https://www.airbus.com/helicopters/services/technical-support.html>.

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

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on July 16, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-16415 Filed 7-29-20; 8:45 am]



2020-15-16 Leonardo S.p.A. (type certificate previously held by Agusta S.p.A.): Amendment 39-21179; Docket No. FAA-2020-0204; Product Identifier 2018-SW-082-AD.

(a) Effective Date

This AD is effective August 27, 2020.

(b) Affected ADs

This AD replaces AD 2018-07-08, Amendment 39-19239 (83 FR 15495, April 11, 2018).

(c) Applicability

This AD applies to Leonardo S.p.A. (type certificate previously held by Agusta S.p.A.) Model A109E, A109K2, A109S, AW109SP, A119, and AW119 MKII helicopters, certificated in any category, with a tail rotor blade retention bolt (bolt) having part number (P/N) 709-0160-57-101 installed.

(d) Subject

Joint Aircraft Service Component (JASC) Code 6500, Tail Rotor Drive System.

(e) Reason

This AD was prompted by the discovery of a cracked bolt, and a determination that repetitive inspections of the bolt are needed to address the unsafe condition. The FAA is issuing this AD to address cracked bolts, which could result in failure of the tail rotor and loss of control of the helicopter.

(f) Compliance

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

(g) Required Actions

(1) Before further flight:

(i) For Model A109E and A109K2 helicopters, remove from service any bolt having P/N 709-0160-57-101 that has 800 or more hours time-in-service (TIS). If the hours TIS is unknown, remove the bolt from service. Thereafter, remove from service any bolt having P/N 709-0160-57-101 before accumulating 800 hours TIS.

(ii) For Model A109S, AW109SP, A119, and AW119 MKII helicopters, remove from service any bolt having P/N 709-0160-57-101 that has 3,200 or more landings. If the number of landings is unknown, remove the bolt from service. Thereafter, remove from service any bolt having P/N 709-0160-57-101 before accumulating 3,200 landings. For purposes of this AD, a landing is counted

anytime a helicopter lifts off into the air and then lands again regardless of the duration of the landing and regardless of whether the engine is shutdown.

(iii) Remove from service any bolt having P/N 709-0160-57-101 that has 800 or more hours TIS, or 3,200 or more landings, that has been interchanged between different model helicopters listed in paragraphs (g)(1)(i) and (ii) of this AD. If the hours TIS or number of landings is unknown, remove the bolt from service. Thereafter, remove from service any bolt having P/N 709-0160-57-101 that has been interchanged between different model helicopters listed in paragraphs (g)(1)(i) and (ii) of this AD before accumulating 800 hours TIS or 3,200 landings, whichever occurs first.

(2) Within 25 hours TIS after the effective date of this AD, and thereafter at intervals not to exceed 200 hours TIS, remove each bolt having P/N 709-0160-57-101. Prior to cleaning, using a 10X or higher power magnifying glass, inspect each bolt having P/N 709-0160-57-101 for any crack in the area depicted in Figure 1 of Leonardo Helicopters Mandatory Bollettino Tecnico No. 109EP-149, 109K-72, 109S-072, 109SP-105, or 119-080, all dated August 19, 2016, as applicable to your model helicopter.

(i) If there is any crack, replace the bolt with an airworthy bolt before further flight.

(ii) If there are no cracks, before further flight, clean and degrease the inspection area of the bolt with solvent, and using a 10X or higher power magnifying glass, inspect each bolt having P/N 709-0160-57-101 for any crack in the area depicted in Figure 1 of Leonardo Helicopters Mandatory Bollettino Tecnico No. 109EP-149, 109K-72, 109S-072, 109SP-105, or 119-080, all dated August 19, 2016, as applicable to your model helicopter. If there is any crack, replace the bolt with an airworthy bolt before further flight.

(3) As of the effective date of this AD, installation of a bolt having P/N 709-0160-57-101 is allowed, provided that the bolt has passed an inspection as required by paragraph (g)(2) of this AD.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Rotorcraft Standards Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Matt Fuller, AD Program Manager, Continued Operational Safety Branch, Airworthiness Products Section, General Aviation and Rotorcraft Unit, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5151; email 9-ASW-FTW-AMOC-Requests@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, notify your principal inspector or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

(i) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) Emergency AD 2016-0173-E, dated August 24, 2016. This EASA AD may be found in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0204.

(2) For more information about this AD, contact Matt Fuller, AD Program Manager, Continued Operational Safety Branch, Airworthiness Products Section, General Aviation and Rotorcraft Unit, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5151; email matthew.fuller@faa.gov.

(j) Material Incorporated by Reference

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

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

(3) The following service information was approved for IBR on April 26, 2018 (83 FR 15495, April 11, 2018).

- (i) Leonardo Helicopters Mandatory Bollettino Tecnico No. 109EP-149, dated August 19, 2016.
- (ii) Leonardo Helicopters Mandatory Bollettino Tecnico No. 109K-72, dated August 19, 2016.
- (iii) Leonardo Helicopters Mandatory Bollettino Tecnico No. 109S-072, dated August 19, 2016.
- (iv) Leonardo Helicopters Mandatory Bollettino Tecnico No. 109SP-105, dated August 19, 2016.
- (v) Leonardo Helicopters Mandatory Bollettino Tecnico No. 119-080, dated August 19, 2016.

(4) For service information identified in this AD, contact Airbus Helicopters, 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at <https://www.airbus.com/helicopters/services/technical-support.html>.

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

(6) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on July 16, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-15811 Filed 7-22-20; 8:45 am]



2020-15-18 Leonardo S.p.A.: Amendment 39-21181; Docket No. FAA-2020-0215; Product Identifier 2018-SW-088-AD.

(a) Effective Date

This AD is effective September 3, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the Leonardo S.p.A. helicopters identified in paragraphs (c)(1) through (3) of this AD, certificated in any category.

(1) Model AB139 and AW139 helicopters, all serial numbers, equipped with an emergency flotation system (EFS) float assembly having part number (P/N) 3G9560V00332, 3G9560V00432, 3G9560V01432, or 3G9560V01532.

(2) Model AW169 helicopters, all serial numbers, equipped with an EFS float assembly having any part number.

(3) Model AW189 helicopters, all serial numbers, equipped with an EFS float assembly having P/N 8G9560V00331 or 8G9560V00431.

(d) Subject

Joint Aircraft Service Component (JASC) Code 3212, Emergency Flotation Section.

(e) Reason

This AD was prompted by reports of uncommanded deployment of the EFS due to improper accomplishment of the reset procedure of the shape memory alloy (SMA) inflation system actuation device. The FAA is issuing this AD to address uncommanded EFS deployment, which could result in reduced control of the helicopter.

(f) Compliance

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

(g) Definitions

(1) An “affected part” is an SMA inflation system having P/N 3G9560V01052 (Model AB139 and AW139 helicopters), P/N 6F9560V00551 (Model AW169 helicopters), or P/N 8G9560V01751 (Model AW189 helicopters), as applicable, with a serial number specified in Figure 1 to paragraph (g)(1) of this AD except those which have been corrected in accordance with the Accomplishment

Instructions of Leonardo Helicopters Alert Service Bulletin (ASB) No. 139-533, dated August 30, 2018 (ASB-139-153); Leonardo Helicopters ASB No. 169-099, dated August 30, 2018 (ASB 169-099); or Leonardo Helicopters ASB No. 189-195, dated August 30, 2018 (ASB 189-195); as applicable.

Figure 1 to Paragraph (g)(1) – Affected parts

Helicopter Model	Affected part serial numbers (s/n)
AB139 and AW139	Up to s/n 1801 inclusive, except s/n 1783 and s/n 1784
AW169	Up to s/n 67 inclusive
AW189	Up to s/n 182 inclusive, except s/n 117

(2) A “serviceable part” is an affected part that has been corrected in accordance with the Accomplishment Instructions of ASB 139-533; ASB 169-099; or ASB 189-195; as applicable; or a part that is not affected.

(h) Removal and Installation

At the applicable compliance time specified in Figure 2 to paragraph (h) of this AD, remove each affected part from the helicopter and install a serviceable part. This may be done in accordance with the Accomplishment Instructions of ASB 139-533; ASB 169-099; or ASB 189-195; as applicable.

Figure 2 to Paragraph (h) – Removal and installation compliance times

Helicopter Model	Compliance time (after the effective date of this AD)
AB139 and AW139	100 hours time-in-service (TIS)
AW169	45 hours TIS
AW189	

(i) Parts Installation Prohibition

As of the effective date of this AD, no person may install an affected part on any helicopter.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Rotorcraft Standards Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Kristi Bradley, Aerospace Engineer, Safety Management Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5110; email 9-ASW-FTW-AMOC-Requests@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, notify your principal inspector or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

(k) Related Information

(1) The subject of this AD is addressed in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2018-0208, dated September 20, 2018. This EASA AD

may be found in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0215.

(2) For more information about this AD, contact Kristi Bradley, Aviation Safety Engineer, Safety Management Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5485; email Kristin.Bradley@faa.gov.

(I) Material Incorporated by Reference

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

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

(i) Leonardo Helicopters Alert Service Bulletin No. 139-533, dated August 30, 2018.

(ii) Leonardo Helicopters Alert Service Bulletin No. 169-099, dated August 30, 2018.

(iii) Leonardo Helicopters Alert Service Bulletin No. 189-195, dated August 30, 2018.

(3) For service information identified in this AD, contact Leonardo S.p.A. Helicopters, Emanuele Bufano, Head of Airworthiness, Viale G.Agusta 520, 21017 C.Costa di Samarate (Va) Italy; telephone +39-0331-225074; fax +39-0331-229046; or at <https://www.leonardocompany.com/en/home>.

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

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email fedreg.legal@nara.gov, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on July 16, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-16408 Filed 7-29-20; 8:45 am]



2020-15-19 Pacific Aerospace Limited: Amendment 39-21182; Docket No. FAA-2019-0566; Product Identifier 2018-CE-035-AD.

(a) Effective Date

This AD becomes effective August 19, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pacific Aerospace Limited Model 750XL airplanes, serial numbers up to and including 221, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 71: Power Plant.

(e) Reason

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The FAA is issuing this AD to prevent fire propagation through the firewall because of ineffective sealant, which could result in smoke or fire in the cockpit.

(f) Actions and Compliance

Unless already done, within 3 months after August 19, 2020 (the effective date of this AD) or within 300 hours time-in-service after August 19, 2020 (the effective date of this AD), whichever occurs first, install new sealant components into the main loom firewall penetration hole and the ADAS or DAAM firewall penetration holes if installed by following the Accomplishment Instructions in Pacific Aerospace Mandatory Service Bulletin PACSB/XL/101, Issue 1, dated May 9, 2018, except you are not required to contact Pacific Aerospace Limited if there is any chafing or damage on a loom. Instead, your repair must be accomplished before further flight using a method approved by the Manager, Small Airplane Standards Branch, FAA, using the contact information in paragraph (g) of this AD, or approved by the Civil Aviation Authority (CAA) of New Zealand. For a repair method to be approved as required by this paragraph, the FAA or CAA approval letter must specifically refer to this AD.

(g) Alternative Methods of Compliance (AMOCs)

The Manager, Small Airplane Standards Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Standards Branch, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4144; fax: (816) 329-4090; email: mike.kiesov@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(h) Related Information

Refer to MCAI CAA AD DCA/750XL/31, dated July 5, 2018, for related information. The MCAI can be found in the AD docket on the internet at: <https://www.regulations.gov/document?D=FAA-2019-0566-0002>.

(i) Material Incorporated by Reference

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

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

(i) Pacific Aerospace Mandatory Service Bulletin PACSB/XL/101, Issue 1, dated May 9, 2018.

(ii) [Reserved]

(3) For service information identified in this AD, contact Pacific Aerospace Limited, Airport Road, Hamilton, Private Bag 3027, Hamilton 3240, New Zealand; phone: +64 7843 6144; fax: +64 843 6134; email: pacific@aerospace.co.nz; internet: www.aerospace.co.nz.

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148. In addition, you can access this service information on the internet at <https://www.regulations.gov> by searching for Docket No. FAA-2019-0566.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, email: fedreg.legal@nara.gov, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on July 22, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-16395 Filed 7-29-20; 8:45 am]



**FAA
Aviation Safety**

AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/
www.gpoaccess.gov/fr/advanced.html

2020-16-03 PZL Swidnik S.A.: Amendment 39-21187; Docket No. FAA-2020-0705; Product Identifier 2017-SW-105-AD.

(a) Applicability

This AD applies to PZL Swidnik S.A. Model PZL W-3A helicopters, certificated in any category, with a horizontal stabilizer part number 30.13.600.00.04 with a serial number 06.001 and subsequent installed.

(b) Unsafe Condition

This AD defines the unsafe condition as a horizontal stabilizer remaining in service beyond its life limit. This condition could result in failure of the horizontal stabilizer and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective August 10, 2020.

(d) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(e) Required Actions

Before further flight, remove from service any horizontal stabilizer that has reached 15 or more years since date of manufacture. Thereafter, remove from service any horizontal stabilizer before reaching 15 years since date of manufacture.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Rotorcraft Standards Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Kristin Bradley, Aviation Safety Engineer, Safety Management Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5110; email 9-ASW-FTW-AMOC-Requests@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, the FAA suggests that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

(g) Additional Information

(1) Chapter 4 Airworthiness Limitations of PZL W-3A Instructions for Continued Airworthiness of Maintenance Manual AE 30.04.20.1 MM, Revision 13, dated January 2017, which is not incorporated by reference, contains additional information about the subject of this AD. For service information identified in this AD, contact WSK PZL-Świdnik S.A., Al. Lotników Polskich 1, 21-045 Świdnik, Poland; telephone +48 81722 6112; or at www.pzl.swidnik.pl. You may view a copy of the service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy, Room 6N-321, Fort Worth, TX 76177.

(2) The subject of this AD is addressed in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD No. 2017-0057, dated April 6, 2017. You may view the EASA AD on the internet at <https://www.regulations.gov> by searching for and locating it in Docket No. FAA-2020-0705.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 5510, Horizontal Stabilizer Structure.

Issued on July 20, 2020.

Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2020-16031 Filed 7-23-20; 8:45 am]



2020-16-08 Aspen Avionics, Inc.: Amendment 39-21192; Docket No. FAA-2020-0723; Project Identifier AD-2020-00586-Q.

(a) Effective Date

This AD is effective August 17, 2020.

(b) Affected ADs

None.

(c) Applicability

(1) This AD applies to Aspen Avionics, Inc., Evolution Flight Display (EFD) EFD1000 Primary Flight Display part number (P/N) 910-00001-011, EFD1000 Multi-Function Display P/N 910-00001-012, and EFD1000 Emergency Backup Display P/N 910-00001-017 units that meet both conditions in paragraphs (c)(1)(i) and (ii) of this AD.

(i) Software version 2.10 or 2.10.1 is installed;

(ii) Independent attitude, altitude, and airspeed back-up instruments are not installed.

(2) These flight display units may be installed on, but are not limited to, the following airplanes, certificated in any category:

(i) Aermacchi S.p.A. Model S.205-18/F, S.205-18/R, S.205-20/F, S.205-20/R, S.205-22/R, S.208, and S.208A airplanes;

(ii) Aeronautica Macchi S.p.A. Model AL 60 (previously designated as Model LASA 60), AL 60-B, AL 60-C5, and AL 60-F5 airplanes;

(iii) Aerostar Aircraft Corporation Model PA-60-600 (Aerostar 600), PA-60-601 (Aerostar 601), PA-60-601P (Aerostar 601P), and PA-60-602P (Aerostar 602P) airplanes;

(iv) Alexandria Aircraft, LLC (type certificate previously held by Bellanca, Inc.), Model 14-19, 14-19-2, 14-19-3, 14-19-3A, 17-30, 17-30A, 17-31, 17-31A, 17-31ATC, and 17-31TC airplanes;

(v) American Champion Aircraft Corp. Model 402, 7ECA, 7GCAA, 7GCBC, 7KCAB, 8GCBC, and 8KCAB airplanes;

(vi) CEAPR (type certificate previously held by APEX) Model CAP 10 B airplanes;

(vii) Cirrus Design Corporation Model SR20 and SR22 airplanes;

(viii) Commander Aircraft Corporation (type certificate previously held by CPAC, Inc.) Model 112, 112B, 112TC, 112TCA, 114, 114A, 114B, and 114TC airplanes;

(ix) Consolidated Vultee Aircraft Corporation, Stinson Division Model V-77 (Army AT-19) airplanes;

(x) Cougar Aircraft Corporation (type certificate previously held by SOCATA, S.A.) Model GA-7 airplanes;

(xi) Diamond Aircraft Industries Inc. Model DA20-A1 and DA20-C1 airplanes;

(xii) Diamond Aircraft Industries Inc. (type certificate previously held by Diamond Aircraft Industries GmbH) Model DA 40 and DA 40 F airplanes;

(xiii) Discovery Aviation, Inc. (type certificate previously held by Liberty Aerospace Incorporated), Model XL-2 airplanes;

(xiv) Dynac Aerospace Corporation Model Aero Commander 100, Aero Commander 100A, Aero Commander 100-180, Volaire 10, and Volaire 10A airplanes;

(xv) EADS-PZL “Warszawa-Okecie” S.A. (type certificate previously held by Panstwowe Zaklady Lotnicze) Model PZL-104 WILGA 80, PZL-104M WILGA 2000, PZL-104MA WILGA 2000, PZL-KOLIBER 150A, and PZL-KOLIBER 160A airplanes;

(xvi) Extra Flugzeugproduktions- und Vertriebs- GmbH (type certificate previously held by Extra Flugzeugbau GmbH) Model EA 300, EA 300/L, EA 300/S, EA 300/200, and EA 300/LC airplanes;

(xvii) Frakes Aviation Model G-44 (Army OA-14, Navy J4F-2), G-44A, and SCAN Type 30 airplanes;

(xviii) FS 2003 Corporation (type certificate previously held by The New Piper Aircraft, Inc.) Model PA-12 and PA-12S airplanes;

(xix) GROB Aircraft AG (type certificate previously held by GROB Aerospace GmbH i.l.) Model G115, G115A, G115B, G115C, G115C2, G115D, G115D2, G115EG, and G120A airplanes;

(xx) Helio Aircraft, LLC, Model H-250, H-295 (USAF U-10D), H-391 (USAF YL-24), H-391B, H-395 (USAF L-28A and U-10B), H-395A, H-700, H-800, HST-550, HST-550A (USAF AU-24A), and HT-295 airplanes;

(xxi) Interceptor Aviation Inc. (type certificate previously held by Interceptor Aircraft Corporation) Model 200, 200A, 200B, 200C, 200D, and 400 airplanes;

(xxii) Lockheed Martin Aeronautics Company Model 402-2 airplanes;

(xxiii) Maule Aerospace Technology, Inc. (type certificate previously held by Maule Aircraft Corporation), Model Bee Dee M-4, M-4, M-4C, M-4S, M-4T, M-4-180C, M-4-180S, M-4-180T, M-4-210, M-4-210C, M-4-210S, M-4-210T, M-4-220, M-4-220C, M-4-220S, M-4-220T, M-5-180C, M-5-200, M-5-210C, M-5-210TC, M-5-220C, M-5-235C, M-6-180, M-6-235, M-7-235, M-7-235A, M-7-235B, M-7-235C, M-7-260, M-7-260C, M-7-420A, M-7-420AC, M-8-235, MT-7-235, MT-7-260, MT-7-420, MX-7-160, MX-7-160C, MX-7-180, MX-7-180A, MX-7-180AC, MX-7-180B, MX-7-180C, MX-7-235, MX-7-420, MXT-7-160, MXT-7-180, and MXT-7-180A airplanes;

(xxiv) Mooney Aircraft Corporation Model M22 airplanes;

(xxv) Mooney International Corporation (type certificate previously held by Mooney Aviation Company, Inc.) Model M20, M20A, M20B, M20C, M20D, M20E, M20F, M20G, M20J, M20K, M20L, M20M, M20R, M20S, M20TN, M20U, and M20V airplanes;

(xxvi) Pacific Aerospace Ltd. (type certificate previously held by Found Aircraft Canada, Inc.) Model FBA-2C, FBA-2C1, and FBA-2C2 airplanes;

(xxvii) Pilatus Aircraft Ltd. Model PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2 airplanes;

(xxviii) Piper Aircraft, Inc. (type certificate previously held by The New Piper Aircraft, Inc.), Model PA-18, PA-18 “105” (Special), PA-18 “125” (Army L-21A), PA-18 “135” (Army L-21B), PA-18 “150,” PA-18A, PA-18A “135,” PA-18A “150,” PA-18AS “125,” PA-18AS “135,” PA-18AS “150,” PA-18S, PA-18S “105” (Special), PA-18S “125,” PA-18S “135,” PA-18S “150,” PA-19 (Army L-18C), PA-19S, PA-20, PA-20 “115,” PA-20 “135,” PA-20S, PA-20S “115,” PA-20S “135,” PA-22, PA-22-108, PA-22-135, PA-22-150, PA-22-160, PA-22S-135, PA-22S-150, PA-22S-160, PA-23, PA-23-160, PA-23-235, PA-23-250, PA-24, PA-24-250, PA-24-260, PA-24-400, 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-28S-160, PA-28S-180, PA-30, PA-32-260, PA-32-300, PA-32-301, PA-32-301FT, PA-32-301T, PA-32-301XTC, PA-32R-300, PA-32R-301 (HP), PA-32R-301 (SP), PA-32R-301T, PA-32RT-300, PA-32RT-300T, PA-32S-300, PA-34-200, PA-34-200T, PA-34-220T, PA-39, PA-40, PA-44-180, PA-44-180T, PA-46-310P, and PA-46-350P airplanes;

(xxix) Polskie Zaklady Lotnicze Spolka zo.o. (type certificate previously held by PZL MIELEC) Model PZL M26 01 airplanes;

(xxx) Revo, Incorporated Model Colonial C-1, Colonial C-2, Lake LA-4, Lake LA-4A, Lake LA-4P, Lake LA-4-200, and Lake Model 250 airplanes;

(xxxi) Robert E. Rust, Jr. (type certificate previously held by Robert E. Rust), Model DHC-1 Chipmunk Mk 21, DHC-1 Chipmunk Mk 22, and DHC-1 Chipmunk Mk 22A airplanes;

(xxxii) Sierra Hotel Aero, Inc. (type certificate previously held by Navion Aircraft LLC), Model Navion (Army L-17A), Navion A (Army L-17B and L-17C), Navion B, Navion D, Navion E, Navion F, Navion G, and Navion H airplanes;

(xxxiii) Slingsby Aviation Ltd. Model T67M260 and T67M260-T3A airplanes;

(xxxiv) SOCATA (type certificate previously held by Socata Groupe Aerospatiale) Model MS 880B, MS 885, MS 892A-150, MS 892E-150, MS 893A, MS 893E, MS 894A, MS 894E, Rallye 100S, Rallye 150ST, Rallye 150T, Rallye 235C, Rallye 235E, TB 9, TB 10, TB 20, TB 21, and TB 200 airplanes;

(xxxv) Spartan Aircraft Company Model 7W (Army UC-71) airplanes;

(xxxvi) SST FLUGTECHNIK GmbH Model EA 400 and EA 400-500 airplanes;

(xxxvii) Swift Museum Foundation, Inc. (type certificate previously held by Univair Aircraft Corporation), Model GC-1A and GC-1B airplanes;

(xxxviii) Symphony Aircraft Industries Inc. (type certificate previously held by Ostmecklenburgische Flugzeugbau GmbH), Model OMF-100-160 and SA 160 airplanes;

(xxxix) Textron Aviation Inc. (type certificate previously held by Cessna Aircraft Company) Model 120, 140, 140A, 150, 150A, 150B, 150C, 150D, 150E, 150F, 150G, 150H, 150J, 150K, 150L, 150M, 152, 170, 170A, 170B, 172, 172A, 172B, 172C, 172D, 172E, 172F (USAF T-41A), 172G, 172H (USAF T-41A), 172I, 172K, 172L, 172M, 172N, 172P, 172Q, 172R, 172RG, 172S, 175, 175A, 175B, 175C, 177, 177A, 177B, 177RG, 180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J, 180K, 182, 182A, 182B, 182C, 182D, 182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, 182R, 182S, 182T, 185, 185A, 185B, 185C, 185D, 185E, 206, 206H, 207, 207A, 210, 210A, 210B, 210C, 210D, 210E, 210F, 210G, 210H, 210J, 210K, 210L, 210M, 210N, 210R, 210-5 (205), 210-5A (205A), 310, 310A (USAF U-3A), 310B, 310C, 310D, 310E (USAF U-3B), 310F, 310G, 310H, 310I, 310J, 310J-1, 310K, 310L, 310N, 310P, 310Q, 310R, 320, 320A, 320B, 320C, 320D, 320E, 320F, 320-1, 335, 336, 337, 337A, 337B, 340, 340A, A150K, A150L, A150M, A152, A185E, A185F, E310H, E310J, LC40-550FG, LC41-550FG, LC42-550FG, P172D, P206, P206A, P206B, P206C, P206D, P206E, P210N, P210R, R172E (USAF T-41B, USAF T-41C and D), R172F (USAF T-41D), R172G (USAF T-41C and D), R172H (USAF T-41D), R172J, R172K, R182, T182, T182T, T206H, T207, T207A, T210F, T210G, T210H, T210J, T210K, T210L, T210M, T210N, T210R, T303, T310P, T310Q, T310R, TP206A, TP206B, TP206C, TP206D, TP206E, TR182, TU206A, TU206B, TU206C, TU206D, TU206E, TU206F, TU206G, U206, U206A, U206B, U206C, U206D, U206E, U206F, and U206G airplanes;

(xl) Textron Aviation Inc. (type certificate previously held by Beechcraft Corporation), Model 19A, 23, 35, 35R, 35-33, 35-A33, 35-B33, 35-C33, 35-C33A, 36, 45 (YT-34), 50 (L-23A), 56TC, 58, 58A, 58P, 58PA, 58TC, 58TCA, 76, 95, 95-55, 95-A55, 95-B55, 95-B55A, 95-B55B (T-42), 95-C55, 95-C55A, A23, A23A, A23-19, A23-24, A24, A24R, A35, A36, A36TC, A45 (T-34A, B-45), A56TC, B19, B23, B24R, B35, B36TC, B50 (L-23B), B95, B95A, C23, C24R, C35, C50, D35, D45 (T-34B), D50 (L-23E), D50A, D50B, D50C, D50E, D50E-5990, D55, D55A, D95A, E33, E33A, E33C, E35, E50 (L-23D, RL-23D), E55, E55A, E95, F33, F33A, F33C, F35, F50, G33, G35, G50, H35, H50, J35, J50, K35, M19A, M35, N35, P35, S35, V35, V35A, and V35B airplanes;

(xli) The Boeing Company (type certificate previously held by Rockwell International) Model AT-6 (SNJ-2), AT-6A (SNJ-3), AT-6B, AT-6C (SNJ-4), AT-6D (SNJ-5), AT-6F (SNJ-6, SNJ-7), BC-1A, and T-6G airplanes;

(xlii) The King's Engineering Fellowship (TKEF) Model 44 airplanes;

(xliii) The Waco Aircraft Company Model YMF airplanes;

(xliv) Topcub Aircraft, Inc., Model CC18-180 and CC18-180A airplanes;

(xlv) True Flight Holdings LLC (type certificate previously held by Tiger Aircraft LLC) Model AA-1, AA-1A, AA-1B, AA-1C, AA-5, AA-5A, AA-5B, and AG-5B airplanes;

(xlvi) Twin Commander Aircraft LLC (type certificate previously held by Twin Commander Aircraft Corporation) Model 500, 520, 560, and 560A airplanes;

(xlvii) Univair Aircraft Corporation Model 108, 108-1, 108-2, 108-3, and 108-5 airplanes;

(xlviii) Viking Air Limited (type certificate previously held by Bombardier Inc. and deHavilland Inc.) Model DHC-2 Mk. I, DHC-2 Mk. II, and DHC-2 Mk. III airplanes;

(xlix) Vulcanair S.p.A. (type certificate previously held by Partenavia Costruzioni Aeronautiche S.p.A.) Model AP68TP-300 "Spartacus," AP68TP-600 "Viator," P.68, P.68 "Observer," P.68 "Observer 2," P.68B, P.68C, P.68C-TC, and P.68TC "Observer" airplanes;

(l) WSK PZL Mielec and OBR SK Mielec Model PZL M20 03 airplanes;

(li) W.Z.D. Enterprises Inc. (type certificate previously held by JGS Properties, LLC) Model 11A and 11E airplanes;

(lii) Zenair Ltd. Model CH2000 airplanes; and

(liii) Zlin Aircraft a.s. (type certificate previously held by Moravan a.s.) Model Z-143L and Z-242L airplanes.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 3410, FLIGHT ENVIRONMENT DATA; 3420, ATTITUDE AND DIRECTION DATA SYSTEM.

(e) Unsafe Condition

This AD was prompted by an automatic reset occurring when the display internal monitor detects a potential fault causing intermittent loss of airspeed, attitude, and altitude information during flight. The FAA is issuing this AD to address the software interacting with a graphics processing chip defect. The unsafe condition, if not addressed, could result in intermittent loss of airspeed, attitude, and altitude information during flight with consequent loss of airplane control.

(f) Compliance

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

(g) Required Actions

(1) Before further flight, revise the limitations section of the airplane flight manual (AFM) for your airplane by inserting a copy of this AD or by making a pen and ink change to add: "Operation under Instrument Flight Rules (IFR) or night Visual Flight Rules (VFR) is prohibited."

(2) The action required by paragraph (g)(1) of this AD may be performed by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the aircraft records showing compliance with this AD in accordance with 14 CFR 43.9(a)(1) through (4) and 14 CFR 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417. This authority is not applicable to aircraft being operated under 14 CFR part 119.

(h) Special Flight Permit

Special flight permits are prohibited.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Fort Worth ACO 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 (j).

(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 Mahmood Shah, Aerospace Engineer, Fort Worth ACO Branch, FAA, 10101 Hillwood Pkwy, Fort Worth, TX 76177; phone: 817-222-5133; fax: 817-222-5960; email: mahmood.shah@faa.gov.

Issued on July 24, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-16592 Filed 7-30-20; 8:45 am]



2020-16-10 Bell Textron Inc. (Type Certificate Previously Held by Bell Helicopter Textron Inc.): Amendment 39-21194; Docket No. FAA-2018-0598; Product Identifier 2018-SW-030-AD.

(a) Applicability

This AD applies to Bell Textron Inc. (Bell) Model 204B, 205A, 205A-1, 205B, 212, 214B, 214B-1, 412, 412CF, and 412EP helicopters, certificated in any category, with a shoulder harness seat belt comfort clip (comfort clip) part numbers (P/Ns) D7LZ-6560286-A, D7LZ-6560286-B, or 504636-401, installed.

(b) Unsafe Condition

This AD defines the unsafe condition as a comfort clip interfering with the seat belt inertia reel. The FAA is issuing this AD to prevent the seat belt from locking. This condition could result in injury to the occupant during an emergency landing.

(c) Effective Date

This AD becomes effective September 3, 2020.

(d) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(e) Required Actions

(1) Within 50 hours time-in-service:

(i) Remove from service each comfort clip P/Ns D7LZ-6560286-A, D7LZ-6560286-B, or 504636-401 from the shoulder harness seat belt (harness).

(ii) Inspect each harness for a rip and an abrasion. If there is a rip or any abrasion, before further flight, remove from service the harness.

(2) After the effective date of this AD, do not install comfort clip P/Ns D7LZ-6560286-A, D7LZ-6560286-B, or 504636-401 on any helicopter.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, DSCO Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Kuethe Harmon, Safety Management Program Manager, DSCO Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5198; fax: 817-222-4960; email: kuethe.harmon@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, the FAA suggests that you notify your principal inspector, or lacking a principal

inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

(g) Related Information

Bell Helicopter Textron Alert Service Bulletin 204B-15-70 for Model 204B helicopters, Bell ASB 205-15-113 for Model 205A and 205A-1 helicopters, Bell ASB 205B-15-66 for Model 205B helicopters, Bell ASB 212-15-156 for Model 212 helicopters, Bell ASB 412-15-170 for Model 412 and 412EP helicopters, and Bell ASB 412CF-15-60 for Model 412CF helicopters, all dated January 20, 2016, and Bell ASB 214-15-76, dated January 11, 2016, for Model 214B and 214B-1 helicopters, all of which are not incorporated by reference, contain additional information about the subject of this AD. For service information identified in this AD, contact Bell Textron Inc., P.O. Box 482, Fort Worth, TX 76101; telephone 817-280-3391; fax 817-280-6466; or at <https://www.bellcustomer.com>. You may view a copy of the information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177.

(h) Subject

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

Issued on July 24, 2020.

Gaetano A. Sciortino,
Deputy Director for Strategic Initiatives, Compliance & Airworthiness Division, Aircraft
Certification Service.

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