

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

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

BIWEEKLY 2020-04

02/03/2020 - 02/16/2020



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

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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

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



2020-02-11 Bell Helicopter Textron Inc.: Amendment 39-21024; Docket No. FAA-2017-0052; Product Identifier 2016-SW-081-AD.

(a) Effective Date

This AD is effective March 17, 2020.

(b) Applicability

This AD applies to Model 412 and 412EP helicopters with serial number (S/N) 33001 through 33213, 34001 through 34036, 36001 through 36648, 36650 through 36657, 36660 through 36672, 36674 through 36680, 36685, 36687, 36689, 36691, 36693, 36695, and 37002 through 37012, certificated in any category, with a static inverter (inverter) part number (P/N) 412-375-079-101 or 412-375-079-103 with S/N 29145 or higher, installed.

(c) Unsafe Condition

This AD defines the unsafe condition as the failure of an inverter under instrument meteorological conditions or night flight. This condition could result in smoke in the cockpit, increased pilot workload due to the loss of primary flight and navigation displays, alternating current powered engine and transmission indicators, and autopilot, and subsequent loss of control of the helicopter.

(d) Affected ADs

This AD replaces AD 2015-04-04, Amendment 39-18106 (80 FR 9594, February 24, 2015).

(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

(1) Within 25 hours time-in-service:

(i) For helicopters with S/N 33001 through 33213, 34001 through 34036, and 36001 through 36086, replace the inverter with inverter P/N 412-375-079-105.

(ii) For helicopters with a S/N 36087 through 36648, 36650 through 36657, 36660 through 36672, 36674 through 36680, 36685, 36687, 36689, 36691, 36693, 36695, and 37002 through 37012, install retrofit kit P/N 412-704-058-103 and replace the inverter with inverter P/N 412-375-079-105.

(2) After accomplishing the actions required by paragraph (f)(1) of this AD, you may remove the placard and Rotorcraft Flight Manual limitations, required by AD 2015-04-04, prohibiting night operations and restricting flights to visual flight rules.

(3) After the effective date of this AD, do not install an inverter P/N 412-375-079-101 or 412-375-079-103 on any helicopter.

(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, DSCO Branch, may approve AMOCs for this AD. Send your proposal to: Tim Beaugard, Aviation Safety Engineer, DSCO Branch, AIR-7J0, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5190; email 9-ASW-190-COS@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.

(h) Related Information

For more information about this AD, contact Tim Beaugard, Aviation Safety Engineer, DSCO Branch, AIR-7J0, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5190; email timothy.beaugard@faa.gov.

Issued in Fort Worth, Texas, on January 22, 2020.

Lance T. Gant,
Director, Compliance & Airworthiness Division,
Aircraft Certification Service.



2020-02-17 Sikorsky Aircraft Corporation: Amendment 39-21025; Docket No. FAA-2019-0663; Product Identifier 2018-SW-057-AD.

(a) Effective Date

This AD is effective March 13, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Model S-70, S-70A, S-70C, S-70C(M), and S-70C(M1) helicopters, certificated in any category, with a tail rotor (T/R) blade part number 70101-31000 (all dash numbers) with a serial number (S/N) up to and including A009-08915.

Note 1 to paragraph (c) of this AD: Each T/R blade is marked with the S/N.

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by four incidents of disbonding between the T/R blade pitch horn and the torque tube. The FAA is issuing this AD to detect disbonding. The unsafe condition, if not addressed, could result in increased T/R vibrations, physical failure of the torque tube, and subsequent loss of control of the helicopter.

(f) Compliance

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

(g) T/R Blade Inspection

Before the first flight of each day:

- (1) Visually inspect each T/R blade for a crack, leading edge erosion, and trailing edge skin disbonding and separation, paying particular attention to the area from the midspan to the pitch control horn. If there is a crack, any leading edge erosion, trailing edge disbonding, or trailing edge separation, before further flight, replace the T/R blade with an airworthy part.
- (2) Tap test inspect each T/R blade for disbonding in the pitch horn to torque tube bond area. If there is any disbonding, before further flight, replace the T/R blade with an airworthy part.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Boston 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 (i)(1) of this AD.

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

(i) Related Information

(1) For more information about this AD, contact Kristopher Greer, Aviation Safety Engineer, Boston ACO Branch, Compliance & Airworthiness Division, FAA, 1200 District Avenue, Burlington, MA 01803; telephone 781-238-7799; email kristopher.greer@faa.gov.

(2) For service information related to this AD, contact your local Sikorsky Field Representative or Sikorsky's Service Engineering Group at Sikorsky Aircraft Corporation, 124 Quarry Road, Trumbull, CT 06611; telephone 1-800-Winged-S or 203-416-4299; email wcs_cust_service_eng.gr-sik@lmco.com. Operators may also log on to the Sikorsky 360 website at <https://www.sikorsky360.com>. You may view the related 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.

Issued in Fort Worth, Texas, on January 26, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-02446 Filed 2-6-20; 8:45 am]



2020-02-23 Airbus Helicopters: Amendment 39-21027; Docket No. FAA-2020-0125; Product Identifier 2019-SW-104-AD.

(a) Effective Date

This AD is effective February 28, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the helicopters identified in paragraphs (c)(1) and (2) of this AD, certificated in any category.

(1) Airbus Helicopters Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, and AS350D1 helicopters, modified by supplemental type certificate (STC) SR00470LA.

(2) Airbus Helicopters Model AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters, modified by STC SR00645LA.

(d) Subject

Air Transport Association (ATA) of America Code 25, Equipment/Furnishings, and 32, Landing gear.

(e) Unsafe Condition

This AD was prompted by reports of difficulty pulling the emergency float kit float activation handle installed on the pilot cyclic. The FAA is issuing this AD to address improperly installed pull cables, which can lead to difficulty deploying the float system from the float activation handle installed on the pilot cyclic, and could result in loss of the left- or right-hand float, causing the helicopter to roll to one side but remain buoyant, or loss of both floats causing the helicopter to capsize underwater.

(f) Compliance

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

(g) Required Actions

Within 100 hours time-in-service (TIS) or 30 days, whichever occurs first after the effective date of this AD, and thereafter at intervals not to exceed six months, inspect the installation of the pull cables on the emergency float kit and readjust the cable rigging if improperly installed, in accordance with the Accomplishment Instructions, sections 1.0 through 1.4, of DART Aerospace Service

Bulletin No. SB-2018-07, Revision D, dated November 25, 2019 (“SB-2018-07, Revision D”), except if the pull cable installation does not pass the test in section 1.3 after re-adjusting the cable rigging, you must comply with either paragraph (g)(1) or (2) of this AD before further flight:

(1) Repair the pull cable installation.

(2) Deactivate and placard the emergency float system as inoperative in accordance with the Accomplishment Instructions, section 3.0, of SB-2018-07, Revision D. If the emergency float system has been deactivated and placarded as inoperative, you are not required to repeat the inspection specified in the introductory text of paragraph (g) of this AD.

Note 1 to paragraph (g)(2) of this AD: This AD does not allow operation with an inoperative emergency float system unless the requirements of 14 CFR 91.213 have been met.

(h) Credit for Previous Actions

This paragraph provides credit for the actions specified in introductory text of paragraph (g) and paragraph (g)(2) of this AD, if the actions were done before the effective date of this AD using DART Aerospace Service Bulletin SB-2018-07, Revision B, dated October 8, 2019, or DART Aerospace Service Bulletin SB-2018-07, Revision C, dated November 14, 2019.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Los Angeles 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) of this AD. Information may be emailed to: 9-ANM-LAACO-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.

(j) Related Information

For information about AMOCs, contact Johann S. Magana, Aerospace Engineer, Cabin Safety and Environmental Systems Section, FAA, Los Angeles ACO Branch, 3960 Paramount Boulevard, Lakewood, CA 90712-4137; phone: 562-627-5322; fax: 562-627-5210; email: johann.magana@faa.gov.

(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) DART Aerospace Service Bulletin SB-2018-07, Revision D, dated November 25, 2019.

(ii) [Reserved]

(3) For service information identified in this AD, contact Dart Aerospace LTD., 1270 Aberdeen St., Hawkesbury, ON, K6A 1K7, Canada; telephone: 1-613-632-5200; Fax: 1-613-632-5246; or at www.dartaero.com.

(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 February 7, 2020.

Lance T. Gant,
Director, Compliance & Airworthiness Division,
Aircraft Certification Service.



DATE: February 14, 2020
AD #: 2020-03-50

Emergency Airworthiness Directive (AD) 2020-03-50 is sent to owners and operators of Cirrus Design Corporation (Cirrus) Model SF50 airplanes.

Background

This emergency AD was prompted by a cabin fire incident that occurred recently on a Cirrus Model SF50 airplane during ground operations. The operator observed smoke exiting from behind the right sidewall interior panel located behind crew seat 2 and forward of passenger seat 5. The investigation into the incident determined the probable root cause was a malfunction of the headset amplifier (part number (P/N) 38849-001) and the microphone interface (P/N 35809-001) circuit card assemblies for the 3.5 millimeter (mm) audio and microphone jacks. This malfunction can result in an electrical short and subsequent uncontained cabin fire without activating circuit protection. This condition, if not addressed, could lead to uncontained cabin fire, resulting in possible occupant injury or loss of airplane control.

Relevant Service Information

The FAA reviewed Cirrus Alert Service Bulletin Number SBA5X-23-03, dated February 7, 2020 (SBA5X-23-03). The service information contains instructions to disconnect and remove the headset amplifier and microphone interface circuit card assemblies for the 3.5 mm audio and microphone jacks.

FAA's Determination

The FAA is issuing this AD because it evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

AD Requirements

This AD requires accomplishing the actions specified in SBA5X-23-03 as described previously.

Interim Action

The FAA considers this AD, which addresses malfunction of the headset amplifier and the microphone interface circuit card assemblies, an interim action. Cirrus is developing corrective action that will address the unsafe condition identified in this AD. Once this action is developed, approved, and available, the FAA may consider additional rulemaking.

Authority for this Rulemaking

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

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

This AD is issued in accordance with authority delegated by the Executive Director, Aircraft Certification Service, as authorized by FAA Order 8000.51C. In accordance with that order, issuance of ADs is normally a function of the Compliance and Airworthiness Division, but during this transition period, the Executive Director has delegated the authority to issue ADs applicable to small airplanes, gliders, balloons, airships, domestic business jet transport airplanes, and associated appliances to the Director of the Policy and Innovation Division.

Presentation of the Actual AD

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

2020-03-50 Cirrus Design Corporation: Product Identifier 2020-CE-001-AD.

(a) Effective Date

This Emergency AD is effective upon receipt.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Cirrus Design Corporation Model SF50 airplanes, serial numbers 0005 through 0176 and 0178, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 23; Communications.

(e) Unsafe Condition

This AD was prompted by a cabin fire incident that occurred on a Cirrus Model SF50 airplane during ground operations. The investigation into the incident determined the probable root cause was a malfunction of the headset amplifier (part number (P/N) 38849-001) and the microphone interface (P/N 35809-001) circuit card assemblies for the 3.5 millimeter (mm) audio and microphone jacks. The FAA is issuing this AD to prevent an electrical short and subsequent uncontained cabin fire, which could result in occupant injury or loss of airplane control.

(f) Compliance

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

(g) Corrective Action

Before further flight, disconnect and remove the headset amplifier and microphone interface circuit card assemblies by following the Accomplishment Instructions, steps A. and G. through K., of Cirrus Alert Service Bulletin Number SBA5X-23-03, dated February 7, 2020.

(h) Special Flight Permit

Special flight permits are prohibited.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Chicago 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)(1) of this AD.

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

(j) Related Information

(1) For further information about this AD, contact: Joseph Dubusky, Aerospace Engineer, Chicago ACO Branch, FAA, 2300 East Devon Avenue, Room 107, Des Plaines, Illinois 60018; phone: 847-294-7543; fax: 847-294-7834; email: joseph.dubusky@faa.gov.

(2) For copies of the service information referenced in this AD, contact: Cirrus Design Corporation; 4515 Taylor Circle Duluth, MN 55811; phone: (800) 279-4322; email: info@cirrusaircraft.com; Internet: <https://cirrusaircraft.com>. You may view this referenced service information at the FAA, Policy and Innovation Division, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

Issued on February 14, 2020