

**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES**

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

**BIWEEKLY 2020-20**

*9/14/2020 - 9/27/2020*



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 |
|--------|-------------|--------------|---------------|
|--------|-------------|--------------|---------------|

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   |

### 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 |
|------------|--|------------------|---|

### 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   |

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| 2020-11-02  |                              | Airbus Helicopters                  | AS332C, AS332C1, AS332L, AS332L1, AS332L2, and EC225LP   |
| 2020-11-04  |                              | Learjet Inc.                        | 60   |
| 2020-11-05  |                              | Airbus Helicopters                  | EC120B   |
| <b>Biweekly 2020-12</b>   |                              |                                     |  |
| 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   |
| <b>Biweekly 2020-13</b>   |                              |                                     |  |
| 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   |
| <b>Biweekly 2020-14</b>   |                              |                                     |  |
| 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   |
| <b>Biweekly 2020-15</b>   |                              |                                     |  |
| 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  |
| <b>Biweekly 2020-16</b>   |                              |                                     |  |
| 2020-14-07  |                              | Austro Engine GmbH                  | E4 and E4P   |
| 2020-15-03  | R 2016-07-13<br>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   |
| <b>Biweekly 2020-17</b>   |                              |                                     |  |
| 2020-13-01  | COR                          | Daher Aircraft Design, LLC          | KODIAK 100   |
| 2020-13-09  |                              | DG Flugzeugbau GmbH                 | DG-500 Elan Orion, DG-500 Elan Trainer, DG-500/20 Elan, DG-500/22 Elan, DG-500M, and DG-500MB  |
| 2020-15-17  |                              | Sikorsky Aircraft Corporation       | S-76C  |
| 2020-16-02  |                              | 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-  |

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|  |              |   |   |
|--|--------------|---|---|
| 2020-16-04<br>2020-16-05<br>2020-16-09<br>2020-17-05 | R 2009-25-09 | Pacific Aerospace Limited<br>Blanik Aircraft CZ s.r.o.<br>Airbus Helicopters<br>Airbus Helicopters Deutschland GmbH | H2, PC-6/B2-H4, PC-6/C-H2, PC-6/C1-H2, PC-6-H1, and PC-6-H2<br>750XL<br>L 23 Super-Blanik<br>SA330J<br>MBB-BK 117 D-2 |
|--|--------------|---|---|

### Biweekly 2020-18

|  |  |  |   |
|--|--|--|---|
| 2020-15-18<br>2020-16-06<br>2020-16-07<br>2020-16-08   | COR<br><br><br>COR                               | Leonardo S.p.A.<br>Aviat Aircraft Inc.<br>Pacific Aerospace Limited<br>Aspen Avionics, Inc.  | AB139, AW139, AW169, and AW189<br>A-1, A-1A, A-1B, A-1C-180, and A-1C-200<br>750X<br>Evolution Flight Display (EFD) EFD1000 Primary Flight Display, EFD1000 Multi-Function Display, and EFD1000 Emergency Backup Display  |
| 2020-16-11   |  | Continental Aerospace Technologies, Inc.   | GTSIO-520-C, GTSIO-520-D, GTSIO-520-H, GTSIO-520-K, GTSIO-520-L, GTSIO-520-M, GTSIO-520-N, IO-550-G, IO-550-N, IO-550-P, IO-550-R, IOF-550-N, IOF-550-P, IOF-550-R, TSIO-520-BE, TSIO-550-A, TSIO-550-B, TSIO-550-C, TSIO-550-E, TSIO-550-G, TSIO-550-K, TSIO-550-N, TSIOF-550-D, TSIOF-550-J, TSIOF-550-K, and TSIOF-550-P |
| 2020-16-12<br>2020-16-15<br>2020-16-16<br>2020-16-19<br>2020-16-20<br>2020-17-08<br>2020-17-09<br>2020-17-10 | R 2018-04-09<br><br><br><br><br><br>R 2016-02-06 | Pacific Aerospace Limited<br>Viking Air Limited<br>Pacific Aerospace Limited<br>Sikorsky Aircraft Corporation<br>Pacific Aerospace Limited<br>Pacific Aerospace Limited<br>GA 8 Airvan (Pty) Ltd<br>Bell Helicopter Textron Canada Limited | 750XL<br>DHC-2 Mk. I and DHC-2 Mk. III<br>750XL<br>S-92A<br>750XL<br>750XL<br>GA8 and Model GA8-TC320<br>429  |
| 2020-17-11<br>2020-18-08<br>2020-18-51   | R 2017-14-05<br>R 2019-12-18<br>E                | Airbus Helicopters<br>Robinson Helicopter Company<br>Sandia Attitude Indicator   | SA330J<br>R44 II<br>Attitude Indicator  |

### Biweekly 2020-19

|  |              |  |  |
|--|--------------|--|--|
| 2015-17-01R1   | R 2015-17-01 | Airbus Helicopters   | AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP |
| 2020-18-05<br>2020-18-19<br>2020-18-51<br>2020-19-04 | R 2014-12-07 | Pratt & Whitney Canada Corp<br>Leonardo S.p.a.<br>Sandia Attitude Indicator<br>Leonardo S.p.a. | PT6B-37A<br>AB412 and AB412EP<br>Attitude indicator<br>AB139 and AW139   |

### Biweekly 2020-20

|  |              |  |   |
|--|--------------|--|---|
| 2020-18-20   |              | MD Helicopters Inc.  | 369A, 369D, 369E, 369FF, 369H, 369HE, 369HM, 369HS, 500N, and 600N  |
| 2020-19-01   |              | Airbus Helicopters Deutschland GmbH  | MBB-BK 117 D-2  |
| 2020-19-02<br>2020-19-05   | R 2000-22-19 | Airbus Helicopters<br>Bell Helicopter Textron Canada Limited                             | SA330J<br>505   |
| 2020-19-07<br>2020-19-08<br>2020-19-09<br>2020-19-11<br>2020-19-12 | R 2018-21-04 | Leonardo S.p.a.<br>Bell Textron Inc.<br>Leonardo S.p.a.<br>Leonardo S.p.a.<br>Glasflugel | AW169<br>204B, 205A-1, and 212<br>AW169 and AW189<br>A119 and AW119 MKII<br>Club Libelle 205, H 301 “Libelle,” H 301B “Libelle,” Kestrel, Mosquito, Standard “Libelle,” and Standard Libelle-201B |
| 2020-20-06   |              | Bell Helicopter Textron Canada   | 429   |



**FAA  
Aviation Safety**

## **AIRWORTHINESS DIRECTIVE**

[www.faa.gov/aircraft/safety/alerts/](http://www.faa.gov/aircraft/safety/alerts/)  
[www.gpoaccess.gov/fr/advanced.html](http://www.gpoaccess.gov/fr/advanced.html)

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**2020-18-20 MD Helicopters Inc. (MDHI):** Amendment 39-21241; Docket No. FAA-2020-0483; Product Identifier 2016-SW-066-AD.

### **(a) Applicability**

This AD applies to MD Helicopters Inc. (MDHI) Model 369A, 369D, 369E, 369FF, 369H, 369HE, 369HM, 369HS, 500N, and 600N helicopters, certificated in any category, with a main rotor (MR) blade part number (P/N) 500P2100-105, P/N 500P2100-305, P/N 500P2300-505, P/N 369D21120-505, P/N 369D21121-505, or P/N 369D21123-505 with a 1.25 inch chord length nickel abrasion strip (abrasion strip) manufactured or installed by Helicopter Technology Company, LLC (HTC), or where the manufacturer of the abrasion strip is unknown. This AD does not apply if the abrasion strip has accumulated 700 or more hours time-in-service (TIS).

### **(b) Unsafe Condition**

This AD defines the unsafe condition as failure of the bond between the leading edge abrasion strip and an MR blade. This condition could result in the abrasion strip departing the MR blade in-flight, subsequent imbalance of the rotor system, and loss of control of the helicopter.

### **(c) Effective Date**

This AD becomes effective October 28, 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**

Within 10 hours TIS and thereafter before the first flight of each day, tap inspect each MR blade leading edge abrasion strip for a void in accordance with Part 1–Inspection, paragraphs 2 through 4, of HTC Mandatory Service Bulletin Notice No. 2100-8R4, dated June 1, 2017.

(1) If there is a void within 0.5 inch (12.7 mm) of the edge of the abrasion strip, before further flight, replace the MR blade.

(2) If there is a void larger than 0.5 square inch (322.6 square mm) or if there is more than one void of any size, before further flight, replace the MR blade.

### **(f) Alternative Methods of Compliance (AMOC)**

(1) The Manager, Los Angeles ACO Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Payman Soltani, Aviation Safety Engineer, Los Angeles ACO Branch, FAA, 3960 Paramount Blvd., Lakewood, California 90712; telephone (562) 627-5313; email 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, 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) Subject**

Joint Aircraft Service Component (JASC) Code: 6210, Main Rotor Blade.

**(h) 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) Helicopter Technology Company, LLC, Mandatory Service Bulletin Notice No. 2100-8R4, dated June 1, 2017.

(ii) [Reserved]

(3) For service information identified in this AD, contact Helicopter Technology Company, LLC, address 12902 South Broadway, Los Angeles, CA 90061; telephone (310) 523-2750; email [gburdorf@helicoptertech.com](mailto:gburdorf@helicoptertech.com); or at <http://www.helicoptertech.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](mailto:fedreg.legal@nara.gov), or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on August 31, 2020.

Gaetano A. Sciortino,

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

[FR Doc. 2020-20930 Filed 9-22-20; 8:45 am]



**FAA**  
**Aviation Safety**

## **AIRWORTHINESS DIRECTIVE**

[www.faa.gov/aircraft/safety/alerts/](http://www.faa.gov/aircraft/safety/alerts/)  
[www.gpoaccess.gov/fr/advanced.html](http://www.gpoaccess.gov/fr/advanced.html)

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**2020-19-01 Airbus Helicopters Deutschland GmbH:** Amendment 39-21242; Docket No. FAA-2020-0342; Product Identifier 2019-SW-078-AD.

**(a) Effective Date**

This AD is effective October 27, 2020.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to all Airbus Helicopters Deutschland GmbH Model MBB-BK 117 D-2 helicopters, certificated in any category.

**(d) Subject**

Air Transport Association (ATA) of America Code 42, Integrated Modular Avionics.

**(e) Reason**

This AD was prompted by a report of an erroneous low rotor revolutions per minute (RPM) indication after establishing a one engine inoperative condition. The FAA is issuing this AD to address erroneous low RPM indications, which could cause the pilot to make inappropriate control inputs, resulting in damage to the helicopter or injury to occupants.

**(f) Compliance**

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

**(g) Definitions**

(1) Affected part: An aircraft management computer (AMC) having a software (SW) version installed that is identified as “pre-modification SW” in Figure 1 to paragraphs (g)(1), (h), and (i) of this AD, or earlier SW version.

**Figure 1 to Paragraphs (g)(1), (h), and (i) – Helicopter Configuration and Updated SW**

| <b>Helicopter Configuration</b>    | <b>Pre-modification SW</b>   | <b>Post-modification/ Upgraded SW</b> |
|------------------------------------|--|---------------------------------------|
| D-2 and D-2m (basic)               | As of the effective date of this AD, no D-2 and D-2m (basic) helicopters are known to be in service. |                                       |
| D-2 and D-2m (Helionix Step 2)     | V5.0.1 P/N D462C01S0501  | V5.0.4 P/N D462C01S0504               |
|                                    | V5.0.2 P/N D462C01S0502  | V5.0.4 P/N D462C01S0504               |
|                                    | V5.0.2 P/N D462C03S0502  | V5.0.4 P/N D462C03S0504               |
| D-2 and D-2m (Helionix Step 2.0.1) | V5.0.3 P/N D462C01S0503  | V5.0.4 P/N D462C01S0504               |
|                                    | V5.0.3 P/N D462C03S0503  | V5.0.4 P/N D462C03S0504               |
| D-2 and D-2m (Helionix Step 3)     | V6.0 P/N D462C01S0600  | V6.0.2 P/N D462C01S0602               |
|                                    | V6.0 P/N D462C03S0600  | V6.0.2 P/N D462C03S0602               |

- (2) Group 1: Helicopters that have an affected part installed.  
(3) Group 2: Helicopters that do not have an affected part installed.

### **(h) Software Modification**

(1) For Group 1: Within 50 hours time-in-service after the effective date of this AD, update the SW of each affected part to the corresponding upgraded SW, as listed in Figure 1 to paragraphs (g)(1), (h), and (i) of this AD, in accordance with the Accomplishment Instructions, Section 3.B.2, of Airbus Helicopters Alert Service Bulletin MBB-BK117 D-2-42A-005, Revision 3, dated June 6, 2019.

(2) Replacement on a helicopter of an affected part with an AMC having the corresponding upgraded SW installed, as listed in Figure 1 to paragraphs (g)(1), (h), and (i) of this AD, or later SW upgrade is an acceptable alternative method of compliance for the requirements of paragraph (h)(1) of this AD for that helicopter.

### **(i) Parts Installation Prohibition**

Do not install on any helicopter an affected part, and do not upload any SW identified as “pre-modification SW” in Figure 1 to paragraphs (g)(1), (h), and (i) of this AD, or earlier SW version, on any AMC, as required by paragraph (i)(1) or (2) of this AD, as applicable.

- (1) For Group 1: After modification of that helicopter as specified in paragraph (h) of this AD.  
(2) For Group 2: As of 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: George Schwab, Aviation Safety Engineer, Safety Management Section, Rotorcraft Standards Branch, 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.

**(k) Related Information**

(1) Refer to Mandatory Continuing Airworthiness Information European Union Aviation Safety Agency (EASA) 2019-0208, dated August 22, 2019. 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-2020-0342.

(2) 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 this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177.

**(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 this AD specifies otherwise.

(i) Airbus Helicopters Alert Service Bulletin MBB-BK117 D-2-42A-005, Revision 3, dated June 6, 2019.

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

Issued on September 1, 2020.

Gaetano A. Sciortino,

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

[FR Doc. 2020-20763 Filed 9-21-20; 8:45 am]



**2020-19-02 Airbus Helicopters:** Amendment 39-21243; Docket No. FAA-2020-0793; Project Identifier MCAI-2020-00976-R.

**(a) Applicability**

This AD applies to Airbus Helicopters (previously Eurocopter France) Model SA330J helicopters, certificated in any category, with a tail rotor (T/R) blade part number 330A12-0005-(all dash numbers) or 330A12-0006-(all dash numbers) installed.

**(b) Unsafe Condition**

This AD defines the unsafe condition as fatigue cracking of a T/R blade. This condition could result in failure of a T/R blade and subsequent loss of control of the helicopter.

**(c) Affected ADs**

This AD replaces AD 2000-22-19, Amendment 39-11967 (65 FR 68071, November 14, 2000) (“AD 2000-22-19”).

**(d) Effective Date**

This AD becomes effective October 7, 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**

(1) Within 30 hours time-in-service (TIS) after the effective date of this AD or within 30 hours TIS after last inspecting the T/R blades as required by paragraph (a) of AD 2000-22-19, whichever occurs first, and thereafter at intervals not to exceed 15 hours TIS for T/R blades with deicing systems installed or 30 hours TIS for T/R blades without deicing systems installed:

(i) Inspect each T/R blade for debonding by following the visual and in-depth inspection procedures in the Accomplishment Instructions, paragraph 3.B.2., of Airbus Helicopters Emergency Alert Service Bulletin No. 05.101, Revision 0, dated March 21, 2016 (EASB 05.101). If there is debonding within allowable limits, before further flight, repair or replace the T/R blade. If there is debonding that exceeds allowable limits, before further flight, replace the T/R blade.

(ii) Eddy current inspect each T/R blade for a crack by following the Accomplishment Instructions, paragraph 3.B.3.a. of EASB 05.101, then either paragraph 3.B.3.b.1. or 3.B.3.b.2. of EASB 05.101 depending on your crack detector, and paragraph 3.B.3.c. of EASB 05.101 except the “if there are no cracks” and “if there are one or several cracks” steps. Instead of the “if there are no

cracks” and “if there are one or several cracks” steps, if there is a crack, before further flight, replace the T/R blade.

(2) As of the effective date of this AD, do not install a T/R blade identified in paragraph (a) of this AD on any helicopter unless the actions of paragraph (f)(1) of this AD have been accomplished.

**(g) 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.

**(h) Additional Information**

The subject of this AD is addressed in European Aviation Safety Agency (EASA) (now European Union Aviation Safety Agency) No. 2016-0059-E, dated March 22, 2016. You may view the EASA AD on the internet at <https://www.regulations.gov> by searching for and locating it in Docket No. FAA-2020-0793.

**(i) Subject**

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

**(j) 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 Emergency Alert Service Bulletin No. 05.101, Revision 0, dated March 21, 2016.

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

Issued on August 31, 2020.

Gaetano A. Sciortino,

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

[FR Doc. 2020-20751 Filed 9-21-20; 8:45 am]



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**2020-19-05 Bell Helicopter Textron Canada Limited:** Amendment 39-21247; Docket No. FAA-2020-0795; Product Identifier 2019-SW-069-AD.

### **(a) Applicability**

This AD applies to Bell Helicopter Textron Canada Limited Model 505 helicopters, certificated in any category, with a serial number (S/N) 65011 through 65211 inclusive, and swashplate assembly part number (P/N) 206-010-450-123 with an S/N listed in Table 1 of Bell Alert Service Bulletin 505-19-13, dated July 2, 2019, installed.

### **(b) Unsafe Condition**

This AD defines the unsafe condition as an unstaked swashplate assembly bearing which may migrate out of its bore. This condition could result in restricted control authority, unintended loads on the control system, failure of the control tube or bearing, and subsequent loss of control of the helicopter.

### **(c) Effective Date**

This AD becomes effective October 8, 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**

Within 20 hours time-in-service, inspect both sides of each swashplate assembly bearing (bearing) for staking by following the Accomplishment Instructions, paragraph 4., of Bell Alert Service Bulletin 505-19-13, dated July 2, 2019, except you may use a 10X or higher power magnifying glass. If either side of a bearing is not staked, before further flight, remove the bearing from service.

### **(f) Special Flight Permits**

A special flight permit may be permitted for a one-time ferry flight to an authorized repair facility.

### **(g) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, Rotorcraft Standards Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Daniel E. Moore, Aviation Safety Engineer, Regulations & 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.

**(h) Additional Information**

(1) Bell Helicopter BHT-ALL-SPM Chapter 9–Bearings, Sleeves, and Bushings Revision 7 dated March 24, 2017 dated, which is not incorporated by reference, contains additional information about the subject of this AD. For service information identified in this AD, contact Bell Helicopter Textron Canada Limited, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4; telephone 450-437-2862 or 800-363-8023; fax 450-433-0272; or at <https://www.bellcustomer.com>. 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 Transport Canada AD No. CF-2019-28, dated July 25, 2019. You may view the Transport Canada AD on the internet at <https://www.regulations.gov> by searching for and locating it in Docket No. FAA-2020-0795.

**(i) Subject**

Joint Aircraft Service Component (JASC) Code: 6230, Main Rotor Mast/Swashplate.

**(j) 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) Bell Alert Service Bulletin 505-19-13, dated July 2, 2019.

(ii) [Reserved]

(3) For service information identified in this AD, contact Bell Helicopter Textron Canada Limited, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4; telephone 450-437-2862 or 800-363-8023; fax 450-433-0272; or at <https://www.bellcustomer.com>.

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

Issued on September 3, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-20911 Filed 9-22-20; 8:45 am]



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**2020-19-07 Leonardo S.p.a.:** Amendment 39-21250; Docket No. FAA-2020-0258; Product Identifier 2018-SW-002-AD.

**(a) Applicability**

This AD applies to Leonardo S.p.a. Model AW169 helicopters, certificated in any category, with left-hand (LH) main landing gear (MLG) assembly, part number (P/N) 6F3210V00132 or P/N 6F3210V00133, with serial number (S/N) MN01 through MN84 inclusive, or right-hand (RH) MLG assembly, P/N 6F3210V00232 or P/N 6F3210V00233, with S/N MN01 to MN81 inclusive, installed. This AD does not apply to helicopters with an MLG that has been modified in accordance with Magnaghi Aeronautica S.p.A. Service Bulletin No. SB-07-2017-AW169, Issue 5, dated November 22, 2017. This AD does not apply to MLG that have a “B” on the end of the serial number.

**(b) Unsafe Condition**

This AD defines the unsafe condition as an improperly tightened weight on wheels (WoW) support resulting in a rotation of the support and improper WoW switch performance, which if not corrected could lead to degraded attitude stabilization, and subsequent loss of control of the helicopter.

**(c) Effective Date**

This AD becomes effective October 27, 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 60 hours time-in-service, modify the WoW support installation as follows:

(i) Perform a short circuit connection between pin 26 of connector J343 and pin N of connector J319.

(ii) Cut the lockwire that locks the WoW microswitch and disconnect the WoW microswitch from the WoW support as depicted in Figure 1 of Leonardo Helicopters Alert Service Bulletin No. 169-047, Revision A, dated February 19, 2018 (ASB 169-047).

(iii) Unscrew the nut and remove the washer and bolt. Remove from service the nut and bolt, but replace the washer.

(iv) Remove the WoW support from the MLG and remove any paint and clean areas where indicated by Figure 2 in ASB 169-047.

(v) Apply Alodine 1132 on cleaned areas of WoW support and landing gear strut leaving a 10 mm wide strip on the WoW support for structural glue EA934 application.

(vi) Apply a 10 mm wide strip of structural glue EA934 on the WoW support and install the WoW support on the MLG using a nut, bolt, and washer.

(vii) Torque the nut to 2.5 thru 3.5 Nm. Clean any excess glue and cure the glue on the structures for one hour at 60 °C/140 °F or eight days at room temperature (22 °C-26 °C/71.6 °F-78.8 °F).

(viii) Apply liquid jointing compound AMS-S-8802 Type 2 Class B, or equivalent, to the bolt and nut, as depicted in Figure 3 of ASB 169-047 and perform a microswitch adjustment for correct operation of the microswitch.

(ix) Mark the MLG nameplate by adding the letter “B” at the end of the S/N.

(x) Remove the short circuit connection between pin 26 of connector J343 and pin N of connector J319 as performed in paragraph (e)(1)(i) of this AD.

(2) After the effective date of this AD, do not install on any helicopter a LH or RH MLG assembly with a P/N and S/N listed in paragraph (a) of this AD unless it has been modified in accordance with the requirements of 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: 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 817-222-5110; 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) No. 2017-0255, dated December 22, 2017. You may view the EASA AD on the internet at <https://www.regulations.gov> in Docket No. FAA-2020-0258.

#### **(h) Subject**

Joint Aircraft Service Component (JASC) Code: 3200, Landing Gear 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) Leonardo Helicopters Alert Service Bulletin No. 169-047, Revision A, dated February 19, 2018.

(ii) [Reserved]

(3) For Leonardo S.p.a. Helicopters 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](mailto:fedreg.legal@nara.gov), or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on September 9, 2020.

Gaetano A. Sciortino,

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

[FR Doc. 2020-20748 Filed 9-21-20; 8:45 am]



**2020-19-08 Bell Textron Inc. (Type Certificate Previously Held by Bell Helicopter Textron Inc.):** Amendment 39-21251; Docket No. FAA-2020-0561; Product Identifier 2019-SW-019-AD.

**(a) Effective Date**

This AD is effective October 21, 2020.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Bell Textron Inc. (Type Certificate previously held by Bell Helicopter Textron Inc.), Model 204B, 205A-1, and 212 helicopters, certificated in any category, with main rotor hub tension-torsion strap (TT strap) assembly part number (P/N) 204-012-112-005 installed.

**(d) Subject**

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

**(e) Unsafe Condition**

This AD was prompted by reports of corrosion detected on TT strap assemblies. The FAA is issuing this AD to reduce the life limit of and subsequently remove affected TT strap assemblies from service. The unsafe condition, if not addressed, could result in failure of the TT strap assembly causing loss of a main rotor blade and subsequent loss of control of the helicopter.

**(f) Compliance**

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

**(g) Required Actions**

(1) Within 25 hours time-in-service (TIS), determine the total hours TIS and the total months since initial installation of each TT strap assembly.

(i) If the TT strap assembly has accumulated 1,200 or more total hours TIS or reached 18 or more months since initial installation on any helicopter, whichever occurs first, before further flight, remove from service the TT strap assembly.

(ii) If the TT strap assembly has accumulated less than 1,200 total hours TIS and reached less than 18 months since initial installation on any helicopter, create a component history card or equivalent record establishing the new life limit of 1,200 total hours TIS or 18 months since initial installation on any helicopter, whichever occurs first.

(2) After the effective date of this AD, do not install TT strap assembly P/N 204-012-112-005 on any helicopter.

**(h) Special Flight Permit**

Special flight permits are prohibited.

**(i) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, DSCO 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). Information may be emailed to: 9-ASW-190-COS@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 Kuethe Harmon, Safety Management Program Manager, DSCO Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5198; email kuethe.harmon@faa.gov.

(2) 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 this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy, Room 6N-321, Fort Worth, TX 76177.

Issued on September 9, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-20275 Filed 9-15-20; 8:45 am]



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**2020-19-09 Leonardo S.p.A.:** Amendment 39-21252; Docket No. FAA-2020-0460; Product Identifier 2018-SW-078-AD.

**(a) Effective Date**

This AD is effective October 27, 2020.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to the Leonardo S.p.A. helicopters identified in paragraphs (c)(1) and (2) of this AD, certificated in any category, equipped with an affected part defined as internal emergency exit handle, part number (P/N) 8G9500L00151, and external emergency exit handle, P/N 8G9500L00251.

(1) Model AW169 helicopters, all serial numbers.

(2) Model AW189 helicopters, all serial numbers, except those helicopters with emergency exit windows equipped with strap P/N A487A003A, or helicopters with bubble windows P/N 8G5620F00112.

**(d) Subject**

Joint Aircraft Service Component (JASC) Code 5600, Window/windshield system.

**(e) Reason**

This AD was prompted by a report of a broken extrusion rubber window seal; an investigation found the likely cause was excessive tension of the string applied during the installation of an affected emergency exit handle. The FAA is issuing this AD to address this condition, which, if not addressed, could result in an excessive load required to release the emergency exit window, possibly resulting in delayed evacuation of helicopter occupants during an emergency.

**(f) Compliance**

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

**(g) Modification**

(1) For Leonardo S.p.A. Model AW169 helicopters equipped with a passenger sliding door configuration, cabin main assembly P/N 6F5330A00131 or P/N 6F5330A00132: Within 750 hours time-in-service (TIS) or 24 months, whichever occurs first after the effective date of this AD, install the retro-modification P/N 6F5600P00111 on the rubber filler wedge of all affected emergency exit handles, in accordance with Part I, Steps 1 through 8 of the Accomplishment Instructions of

Leonardo Helicopters Alert Service Bulletin 169-094, Revision A, dated August 13, 2018, except you are required to replace the affected emergency exit handles and are not required to discard the filler wedges.

(2) For Leonardo S.p.A. Model AW169 helicopters equipped with a passenger hinged door configuration, cabin main assembly VIP P/N 6F5330A00831: Within 750 hours TIS or 24 months, whichever occurs first after the effective date of this AD, install the retro-modification P/N 6F5600P00111 on the rubber filler wedge of all affected emergency exit handles, in accordance with Part II, Steps 1 through 6 of the Accomplishment Instructions of Leonardo Helicopters Alert Service Bulletin 169-094, Revision A, dated August 13, 2018, except you are required to replace the affected emergency exit handles and are not required to discard the filler wedges.

(3) For Leonardo S.p.A. Model AW189 helicopters: Within 750 hours TIS or 24 months, whichever occurs first after the effective date of this AD, install the retro-modification P/N 8G5600P00211 on the rubber filler wedge of all affected emergency exit handles, in accordance with Steps 1 through 11 of the Accomplishment Instructions of Leonardo Helicopters Alert Service Bulletin 189-170, dated July 25, 2018, except you are required to replace the affected emergency exit handles and are not required to discard the filler wedges.

#### **(h) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, International Validation Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Kristi Bradley, Aviation Safety Engineer, International Validation Branch, General Aviation & 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, 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) The subject of this AD is addressed in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2018-0197, dated September 5, 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-2020-0460.

(2) For more information about this AD, contact Kristi Bradley, Aviation Safety Engineer, International Validation Branch, General Aviation & Rotorcraft Unit, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5110; email kristin.bradley@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.

(i) Leonardo Helicopters Alert Service Bulletin 169-094, Revision A, dated August 13, 2018.

(ii) Leonardo Helicopters Alert Service Bulletin 189-170, dated July 25, 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](mailto:fedreg.legal@nara.gov), or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on September 9, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-20764 Filed 9-21-20; 8:45 am]



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**2020-19-11 Leonardo S.p.a.:** Amendment 39-21254; Docket No. FAA-2020-0411; Product Identifier 2018-SW-061-AD.

### **(a) Applicability**

This AD applies to Leonardo S.p.a. Model A119 and AW119 MKII helicopters, certificated in any category, with 90-degree tail rotor gearbox (TGB) part number (P/N) 109-0440-06-101 or 109-0440-06-105 having serial number 167, 169 through 172 inclusive, 215 through 225 inclusive, 227, 230, 232, 233, AW268, K3, K16, M47, or L29, installed.

### **(b) Unsafe Condition**

This AD defines the unsafe condition as corrosion on the internal surface of the 90-degree TGB output shaft. This condition could result in failure of the 90-degree TGB output shaft and reduced control of the helicopter.

### **(c) Effective Date**

This AD becomes effective October 27, 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 25 hours time-in-service (TIS) or 3 months, whichever occurs first, and thereafter at intervals not to exceed 100 hours TIS or 6 months, whichever occurs first, borescope inspect the entire internal surface of the 90-degree TGB output shaft for corrosion. Refer to Figure 3 of Leonardo Helicopters Alert Service Bulletin No. 119-090, dated July 23, 2018, for a depiction of the entry point for the borescope. If there is corrosion, before further flight, remove from service the TGB.

(2) After the effective date of this AD, do not install on any helicopter any 90-degree TGB P/N 109-0440-06-101 or 109-0440-06-105 that has serial number 167, 169 through 172 inclusive, 215 through 225 inclusive, 227, 230, 232, 233, AW268, K3, K16, M47, or L29, unless the actions required by paragraph (e)(1) of this AD have been done.

### **(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. 2018-0156, dated July 24, 2018. You may view the EASA AD on the internet at <https://www.regulations.gov> in Docket No. FAA-2020-0411.

**(h) Subject**

Joint Aircraft Service Component (JASC) Code: 62 Tail 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) Leonardo Helicopters Alert Service Bulletin No. 119-090, dated July 23, 2018.

(ii) [Reserved]

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

Issued on September 9, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-20750 Filed 9-21-20; 8:45 am]



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## **AIRWORTHINESS DIRECTIVE**

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**2020-19-12 Glasflugel:** Amendment 39-21255; Docket No. FAA-2019-0560; Product Identifier 2018-CE-056-AD.

### **(a) Effective Date**

This AD is effective October 22, 2020.

### **(b) Affected ADs**

This AD replaces AD 2018-21-04, Amendment 39-19462 (83 FR 53573, October 24, 2018) (“AD 2018-21-04”).

### **(c) Applicability**

This AD applies to Glasflugel Models Club Libelle 205, H 301 “Libelle,” H 301B “Libelle,” Kestrel, Mosquito, Standard “Libelle,” and Standard Libelle-201B gliders, certificated in any category, with a center of gravity (C.G.) tow release installed.

### **(d) Subject**

Air Transport Association of America (ATA) Code 25: Equipment/Furnishing.

### **(e) Reason**

This AD was prompted by mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as jamming between the double two-ring end of the towing cable and the deflector angles of the C.G. release mechanism. The FAA is issuing this AD to prevent failure of the towing cable to disconnect, which could result in reduced or loss of control of the glider or the cable breaking and causing injury to people on the ground.

### **(f) Actions and Compliance**

Unless already done, do the following actions in paragraphs (f)(1) through (3) of this AD.

(1) Before the next winch launch after November 13, 2018 (the effective date of AD 2018-21-04) and then within 30 days after the effective date of this AD or 12 months after the initial inspection, whichever occurs later, and thereafter at intervals not to exceed 12 months, inspect the distance between the deflector-angles by following paragraph 1 in the Actions section of Glasfaser-Flugzeug-Service GmbH Technical Note No. 5-2018, dated June 25, 2018.

(2) If the distance is less than 36 mm during any inspection required in paragraph (f)(1) of this AD, before the next winch launch, do the corrective action in paragraph 2 in the Actions section of Glasfaser-Flugzeug-Service GmbH Technical Note No. 5-2018, dated June 25, 2018.

(3) Before the next winch launch after November 13, 2018 (the effective date of AD 2018-21-04), revise the flying operations section of the sailplane flight manual by inserting the text in paragraph (f)(3)(i) of this AD into the winch tow section.

(i) Winch launching is permissible only with a connecting ring pair that conforms to aeronautical standard LN 65091.

(ii) This action may be done 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 by following 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, 121.380, or 135.439.

#### **(g) Alternative Methods of Compliance**

The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to Jim Rutherford, Aerospace Engineer, FAA, General Aviation & Rotorcraft, International Validation Branch, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4165; fax: (816) 329-4090; email: jim.rutherford@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 EASA AD 2018-0143-E, dated July 6, 2018 for related information. You may examine the MCAI on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2019-0560.

#### **(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.

(3) The following service information was approved for IBR on November 13, 2018 (83 FR 53573, October 24, 2018).

(i) Glasfaser-Flugzeug-Service GmbH Technical Note No. 5-2018, dated June 25, 2018.

(ii) [Reserved]

(4) For service information identified in this AD, contact Glasfaser Flugzeug-Service GmbH, Hansjorg Streifeneder, Hofener Weg 61, 72582 Grabenstetten, Germany; phone: +49 (0)7382/1032; fax: +49 (0)7382/1629; email: info@streifly.de; internet: <https://www.streifly.de/kontakt-e.htm>.

(5) 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 and locating Docket No. FAA-2019-0560.

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

Issued on September 10, 2020.

Gaetano A. Sciortino,

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

[FR Doc. 2020-20439 Filed 9-16-20; 8:45 am]



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## **AIRWORTHINESS DIRECTIVE**

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**2020-20-06 Bell Helicopter Textron Canada:** Amendment 39-21262; Docket No. FAA-2018-0334; Product Identifier 2017-SW-133-AD.

### **(a) Applicability**

This AD applies to Bell Helicopter Textron Canada Limited Model 429 helicopters with a bellcrank assembly part number (P/N) 429-001-523-101, 429-001-523-103, 429-001-532-101, or 429-001-532-103 installed, certificated in any category.

### **(b) Unsafe Condition**

This AD defines the unsafe condition as precipitation in the forward portion of the roof structure that can lead to pooling at the bellcrank assembly and corrosion of the bearings. This condition could result in restrictions in the collective, directional or pitch control systems, and subsequent loss of helicopter control.

### **(c) Effective Date**

This AD becomes effective October 30, 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**

Within 12 months after the helicopter was manufactured or 30 days after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed 6 months:

(1) Disconnect the forward ends of the collective control tube, longitudinal stability and control augmentation system (SCAS) actuator, and lateral SCAS actuator. Stow the collective control tube and each SCAS actuator to prevent binding.

(2) Slowly move the cyclic stick fore/aft and laterally, and the collective stick up/down from stop to stop to determine if there is any roughness. If there is any roughness in the flight control system, before further flight, replace all six pivot bearings, P/N MS27646-41, in the collective lateral bellcrank assembly and the longitudinal bellcrank assembly.

(3) Inspect the collective arm assembly P/N 429-001-525-101, the lateral arm assembly P/N 429-001-527-101, and the longitudinal arm assembly P/N 429-001-530-101, by rotating each bearing and ensuring each bearing rotates freely. If there is any binding in any arm end bearing or on the longitudinal bellcrank assembly, before further flight, replace each arm end bearing.

### **(f) Special Flight Permits**

Special flight permits are prohibited.

**(g) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, Rotorcraft Standards Branch, FAA, may approve AMOCs for this AD. Send your proposal to: David Hatfield, 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.

**(h) Additional Information**

(1) Bell Helicopter Alert Service Bulletin 429-15-21, Revision B, dated May 11, 2017, which is not incorporated by reference, contains additional information about the subject of this AD. For service information identified in this AD, contact Bell Helicopter Textron Canada Limited, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4; telephone 450-437-2862 or 800-363-8023; fax 450-433-0272; or at <https://www.bellcustomer.com>. You may view the referenced 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 Transport Canada Civil Aviation (Transport Canada) AD No. CF-2016-11R2, dated October 18, 2017. You may view the Transport Canada AD on the internet at <https://www.regulations.gov> in Docket No. FAA-2018-0334.

**(i) Subject**

Joint Aircraft Service Component (JASC) Code: 2700, Flight Control System.

Issued on September 21, 2020.

Lance T. Gant,  
Director, Compliance & Airworthiness Division, Aircraft Certification Service.  
[FR Doc. 2020-21127 Filed 9-24-20; 8:45 am]