

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

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

BIWEEKLY 2020-17

8/3/2020 - 8/16/2020



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
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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

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AD No.	Information	Manufacturer	Applicability
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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
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
Biweekly 2020-17			
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-

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

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



2020-13-01 Daher Aircraft Design, LLC (Type Certificate previously held by Quest Aircraft Design, LLC): Amendment 39-21146; Docket No. FAA-2018-0180; Project Identifier 2017-CE-043-AD.

(a) Effective Date

This airworthiness directive (AD) is effective August 17, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Daher Aircraft Design, LLC (type certificate previously held by Quest Aircraft Design, LLC), Model KODIAK 100 airplanes, all serial numbers, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 32, Landing Gear.

(e) Unsafe Condition

This AD was prompted by reports from the manufacturer of fatigue cracks on the nose landing gear (NLG) fork. The FAA is issuing this AD to detect and prevent fatigue cracking of the NLG fork. The unsafe condition, if not corrected, could result in separation of the NLG fork with consequent reduced control on landing. If the NLG fork separates on an unimproved surface, the risk of the NLG digging in and the airplane overturning on the ground increases.

(f) Compliance

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

(g) Inspection for Type of NLG Fork

Within 25 hours time-in-service (TIS) after August 17, 2020 (the effective date of this AD), inspect the airplane to determine if an NLG fork part number (P/N) 100-410-7001 (type A) or an NLG fork P/N 100-410-7013 (type B) is installed. If you determine that an NLG fork P/N 100-410-7013 (type B) is installed during the inspection, no further action is required by this AD. If a review of the maintenance records can identify the P/N NLG fork that is installed, you may use a maintenance records review in lieu of inspecting the airplane to determine if an NLG fork P/N 100-410-7001 (type A) or an NLG fork P/N 100-410-7013 (type B) is installed.

(h) Inspection of the NLG Fork for Cracks

(1) If you determine that an NLG fork P/N 100-410-7001 (type A) is installed during the inspection required by paragraph (g) of this AD, within 25 hours TIS after August 17, 2020 (the effective date of this AD) and thereafter at intervals not to exceed 200 hours TIS, do a fluorescent penetrant, dye penetrant, or open-hole eddy current inspection of the NLG fork for cracks by following section 5. Instructions in Quest Aircraft Field Service Instruction FSI-147, Revision 00, Release Date January 29, 2018.

(2) If you find any cracks of the NLG fork during any inspection required by paragraph (h)(1) of this AD, before further flight, replace the NLG fork with an NLG fork P/N 100-410-7013 (type B). Replacement of the NLG fork with an NLG fork P/N 100-410-7013 (type B) terminates the repetitive inspections required by paragraphs (h)(1) and (i)(1) of this AD.

(i) Inspection of the Shimmy Damper Bracket

(1) If you have not replaced an NLG fork P/N 100-410-7001 (type A) per the initial inspection and replacement requirements in paragraph (h) of this AD, then within 25 hours TIS after August 17, 2020 (the effective date of this AD) and thereafter at intervals not to exceed 200 hours TIS (until the NLG fork is replaced with a P/N 100-410-7013 (type B) fork), inspect the shimmy damper bracket for looseness, and inspect the shimmy damper system for damaged (loose, leaking, corroded, or worn) components, by following pages 32_110 and 32_111, section 3252, Shimmy Damper, found in Chapter 32, Landing Gear, of Quest Aircraft Company Kodiak 100 Maintenance Manual, Revision No. 21, dated February 15, 2017.

(2) If a loose shimmy damper bracket is found during any inspection required by paragraph (i)(1) of this AD, rework the shimmy damper bracket with interference-fit bolts by following Quest Aircraft Field Service Instruction FSI-146, Revision 00, Release Date April 18, 2017. Reworking the shimmy damper bracket with the interference-fit bolts terminates the repetitive inspections required by paragraph (i)(1) of this AD.

(3) If any other damaged components are found in the shimmy damper system during any inspection required by paragraph (i)(1) of this AD, before further flight, replace the damaged components.

(j) Optional Terminating Action

In lieu of the NLG fork and shimmy damper bracket inspections required by paragraphs (h)(1) and (i)(1) of this AD, you may replace the NLG fork P/N 100-410-7001 (type A) with an NLG fork P/N 100-410-7013 (type B). This replacement terminates the inspection requirements of this AD, and no further actions are required.

(k) Restriction of NLG Fork P/N 100-410-7001 (Type A) Installation

Once an NLG fork P/N 100-410-7013 (type B) is installed on an airplane, do not install an NLG fork P/N 100-410-7001 (type A). If an NLG fork P/N 100-410-7013 (type B) is removed from the airplane for any reason (for example, to install floats), you must reinstall an NLG fork P/N 100-410-7013 (type B) when operating with wheels.

(l) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Seattle 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 (m) of this AD. Information may also be emailed to: 9-ANM-Seattle-ACO-AMOC-Requests@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.

(m) Related Information

For more information about this AD, contact Wade Sullivan, Aerospace Engineer, Aerospace Engineer, Airframe Section, FAA, Seattle ACO Branch, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206-231-3530; email: Wade.Sullivan@faa.gov.

(n) 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.

(3) The following service information was approved for IBR on August 17, 2020 (85 FR 41906, July 13, 2020).

(i) Pages 32_110 and 32_111, section 3252, Shimmy Damper, Chapter 32, Landing Gear, of Quest Aircraft Company Kodiak 100 Maintenance Manual, Revision No. 21, dated February 15, 2017.

(ii) Quest Aircraft Field Service Instruction FSI-146, Revision 00, Release Date April 18, 2017.

Note 1 to paragraph (n)(2)(ii) of this AD: The Release Date is a pen-and-ink addition that appears only on the Revision Notice transmitted with FSI-146.

(iii) Quest Aircraft Field Service Instruction FSI-147, Revision 00, Release Date January 29, 2018.

Note 2 to paragraph (n)(2)(iii) of this AD: The Release Date is a pen-and-ink addition that appears only on the Revision Notice transmitted with FSI-147.

(4) For service information identified in this AD, contact Kodiak Aircraft Company, Inc., 1200 Turbine Drive, Sandpoint, Idaho 83864; phone: (208) 263-1111 or 1 (866) 263-1112; email: KodiakCare@daher.com; internet: <http://Kodiak.aero/support>.

(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.

(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/ibrlocations.html>.

Issued on August 3, 2020.

Ross Landes,

Deputy Director for Regulatory Operations, Compliance & Airworthiness Division, Aircraft
Certification Service.

[FR Doc. 2020-17273 Filed 8-7-20; 8:45 am]



FAA
Aviation Safety

AIRWORTHINESS DIRECTIVE

www.faa.gov/aircraft/safety/alerts/
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2020-13-09 DG Flugzeugbau GmbH: Amendment 39-21154; Docket No. FAA-2020-0600; Product Identifier 2019-CE-043-AD.

(a) Effective Date

This airworthiness directive (AD) becomes effective August 26, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to DG Flugzeugbau GmbH Models DG-500 Elan Orion, DG-500 Elan Trainer, DG-500/20 Elan, DG-500/22 Elan, DG-500M, and DG-500MB gliders, all serial numbers; and DG-1000S and DG-1000T gliders, serial numbers up to and including 10-144; certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 44: Cabin Systems.

(e) Reason

This AD was prompted by the rear locking rod of the rear canopy rotating out of the threads of the operating mechanism. Due to the similarity in design, the front canopy locking mechanism may also be affected. The FAA is issuing this AD to repetitively inspect the front and rear canopy locking rods, and make repairs as necessary, to prevent blocking of the canopy emergency release system, which could affect the evacuation of occupants from the glider in an emergency.

(f) Actions and Compliance

Unless already done, do the following actions:

(1) Before further flight after August 26, 2020 (the effective date of this AD), revise the flight manual for your glider by inserting the flight manual pages listed in Instruction 5 of DG Flugzeugbau GmbH Technical Note (TN) No. 1000/42, Document No. TM1000-42 FE-29-01, Issue 01.b, dated September 11, 2019, and TN No. 500/13, Document No. TM1000-42 FE-29-01, Issue 01.b, dated September 11, 2019, which are co-published as one document (TM1000-42 FE-29-01). This action 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, 121.380, or 135.439.

(2) Before further flight after August 26, 2020 (the effective date of this AD), and thereafter at each annual inspection, inspect the rear locking rods of the front and rear canopy and repair any discrepancies by following Instructions 1 through 3 in TM1000-42 FE-29-01.

(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: Jim Rutherford, Aerospace Engineer, FAA, General Aviation & Rotorcraft Section, 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 glider 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 European Union Aviation Safety Agency AD No. 2019-0237R1, dated September 24, 2019. You may examine the MCAI on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0600.

(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) DG Flugzeugbau GmbH Technical Note No. 1000/42 Document No. TM1000-42 FE-29-01, Issue 01.b, dated September 11, 2019.

(ii) DG Flugzeugbau GmbH Technical Note No. TN500/13, Document No. TM1000-42 FE-29-01, Issue 01.b, dated September 11, 2019.

Note 1 to paragraph (i)(2) of this AD: DG Flugzeugbau GmbH Technical Note No. 1000/42 Document No. TM1000-42 FE-29-01, Issue 01.b, dated September 11, 2019; and DG Flugzeugbau GmbH Technical Note No. TN500/13, Document No. TM1000-42 FE-29-01, Issue 01.b, dated September 11, 2019, are co-published as one document.

(3) For the DG Flugzeugbau GmbH service information and Repair Instruction RI-DG-05 identified in this AD, contact DG-Flugzeugbau GmbH, Otto Lilienthal Weg 2, D-76646, Bruchsal, Germany, telephone: +49 (0) 7251 3020-0, fax: +49 (0) 7251 3020-200; email: dirks@dgflugzeugbau.de; internet: <https://www.dg-flugzeugbau.de/en/>.

(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. It is also available on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0600.

(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 June 19, 2020.

Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2020-17043 Filed 8-5-20; 8:45 am]



2020-15-17 Sikorsky Aircraft Corporation: Amendment 39-21180; Docket No. FAA-2020-0212; Product Identifier 2018-SW-097-AD.

(a) Effective Date

This AD is effective September 9, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Sikorsky Aircraft Corporation Model S-76C helicopters, certificated in any category, equipped with remote data acquisition unit (RDAU) part number 76450-01098-106, 76450-01098-107, or 76450-01098-109.

(d) Subject

Joint Aircraft Service Component (JASC) Code 3100, Indicating/recording system.

(e) Unsafe Condition

This AD was prompted by reports of inaccurate main gear box (MGB) indications in flight. The FAA is issuing this AD to address inaccurate MGB indications in flight, resulting in multiple erroneous values/annunciations on channel B, which could cause the flight crew to land immediately, and consequent possible loss of the helicopter, injury, or fatality.

(f) Compliance

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

(g) RDAU and Display Unit (DU) Updates

Within 500 hours time-in-service after the effective date of this AD, do the actions specified in paragraphs (g)(1) through (4) of this AD, as applicable to your helicopter.

(1) For helicopters equipped with RDAU part number 76450-01098-109, update the RDAU software and re-identify the RDAU in accordance with Section 3., Paragraphs A. through J. of the Accomplishment Instructions of Sikorsky Alert Service Bulletin 76-31-3, Revision B, dated June 26, 2018, except you are not required to return the RDAU to Parker Fluid Systems Division (FSD).

(2) For helicopters equipped with RDAU part number 76450-01098-107, update the RDAU software and re-identify the RDAU in accordance with Section 3., Paragraphs A. through J. of the Accomplishment Instructions of Sikorsky Alert Service Bulletin 76-31-4, Revision A, dated May 30, 2018, except you are not required to return the RDAU to Parker FSD.

(3) For helicopters equipped with RDAU part number 76450-01098-106, update the RDAU software and re-identify the RDAU in accordance with Section 3., Paragraphs A. through K. of the Accomplishment Instructions of Sikorsky Alert Service Bulletin 76-31-5, dated July 31, 2018, except you are not required to return the RDAU to Parker FSD.

(4) For helicopters equipped with RDAU part number 76450-01098-106, update the software of DU part number 76450-01098-101 and re-identify the DU as part number 76450-01098-108, in accordance with Section 3., Paragraphs A. through J. of the Accomplishment Instructions of Sikorsky Service Bulletin 76-006, Revision A, dated August 23, 2018, except you are not required to return the DU to Parker FSD.

(h) Parts Installation Limitations

As of the effective date of this AD, no person may install, on any helicopter, a DU part number 76450-01098-101, unless it has been modified in accordance with the requirements of paragraph (g)(4) of this AD.

(i) Reporting

At the applicable time specified in paragraph (i)(1) or (2) of this AD, submit a report of compliance with the actions specified in paragraphs (g)(1) through (4) of this AD, as applicable to your helicopter. The report must include the document number and title of the service information used, the owner and/or operator of the helicopter, the submitter's name, date, and the helicopter serial number. Submit the report to Sikorsky Aircraft Corporation in accordance with Section 3., Paragraph A. (Record of Compliance) of the Accomplishment Instructions of Sikorsky Alert Service Bulletin 76-31-3, Revision B, dated June 26, 2018; Section 3., Paragraph L. of the Accomplishment Instructions of Sikorsky Alert Service Bulletin 76-31-4, Revision A, dated May 30, 2018; Section 3., Paragraph M. of the Accomplishment Instructions of Sikorsky Alert Service Bulletin 76-31-5, dated July 31, 2018; or Section 3., Paragraph L. of the Accomplishment Instructions of Sikorsky Service Bulletin 76-006, Revision A, dated August 23, 2018, as applicable to your helicopter.

(1) If the action was done on or after the effective date of this AD: Submit the report within 30 days after the inspection.

(2) If the action was done before the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

(j) Credit for Previous Actions

(1) This paragraph provides credit for the actions required by paragraphs (g)(1) and (i) of this AD, if those actions were performed before the effective date of this AD using Sikorsky Alert Service Bulletin 76-31-3, dated March 2, 2018; or Sikorsky Alert Service Bulletin 76-31-3, Revision A, dated March 29, 2018.

(2) This paragraph provides credit for the actions required by paragraphs (g)(2) and (i) of this AD, if those actions were performed before the effective date of this AD using Sikorsky Alert Service Bulletin 76-31-4, dated May 17, 2018.

(3) This paragraph provides credit for the actions required by paragraphs (g)(4) and (i) of this AD, if those actions were performed before the effective date of this AD using Sikorsky Service Bulletin 76-006, dated July 26, 2018.

(k) Paperwork Reduction Act Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a

current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. All responses to this collection of information are mandatory. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

(l) 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 (m)(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.

(m) Related Information

(1) For more information about this AD, contact Min Zhang, Aviation Safety Engineer, Boston ACO Branch, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238-7161; email: min.zhang@faa.gov.

(2) Service information identified in this AD that is not incorporated by reference is available at the addresses specified in paragraphs (n)(3) and (4) of this AD.

(n) 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) Sikorsky Alert Service Bulletin 76-31-3, Revision B, dated June 26, 2018.

(ii) Sikorsky Alert Service Bulletin 76-31-4, Revision A, dated May 30, 2018.

(iii) Sikorsky Alert Service Bulletin 76-31-5, dated July 31, 2018.

(iv) Sikorsky Service Bulletin 76-006, Revision A, dated August 23, 2018.

(3) For service information identified in this AD, contact your local Sikorsky Field Representative or Sikorsky's Service Engineering Group at Sikorsky Aircraft Corporation, 124 Quarry Road, Trumbull, CT 06611; phone: 1-800-946-4337 (1-800-Winged-S); email: wcs_cust_service_eng.gr-sik@lmco.com. Operators may also log on to the Sikorsky 360 website at <https://www.sikorsky360.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 July 16, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-16405 Filed 8-4-20; 8:45 am]



2020-16-02 Pilatus Aircraft Ltd.: Amendment 39-21186; Docket No. FAA-2019-0536; Product Identifier 2018-CE-054-AD.

(a) Effective Date

This AD becomes effective September 9, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pilatus Aircraft Ltd. (Pilatus) Models 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 airplanes, all serial numbers, certificated in any category.

Note 1 to paragraph (c) of this AD: These airplanes may also be identified as Fairchild Republic Company airplanes, Fairchild Heli Porter airplanes, or Fairchild-Hiller Corporation airplanes.

(d) Subject

Air Transport Association of America (ATA) Code 55: Stabilizers.

(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 MCAI describes the unsafe condition as rudder shaft assemblies with incorrect rivet configuration. The FAA is issuing this AD to prevent rudder shaft assembly failure, which could result in reduced control of the airplane.

(f) Actions and Compliance

Unless already done, do the following actions in paragraphs (f)(1) and (2) of this AD:

(1) Within the next 100 hours time-in-service after September 9, 2020 (the effective date of this AD) or within the next 12 months after September 9, 2020 (the effective date of this AD), whichever occurs first, inspect the rudder shaft assembly for proper rivet configuration and repair any discrepancies before further flight in accordance with the Accomplishment Instructions—Part 1, paragraph 3.B. and table 1, of Pilatus PC-6 Service Bulletin No: 27-006, Rev. No. 1, dated September 4, 2018.

(2) After September 9, 2020 (the effective date of this AD), do not install a rudder shaft assembly on any airplane unless it has been inspected in accordance with paragraph (f)(1) of this AD and found to be free of discrepancies or all discrepancies have been repaired or replaced.

(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: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Standards Branch, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; fax: (816) 329-4090; email: doug.rudolph@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 European Aviation Safety Agency AD No. 2018-0222, dated October 19, 2018, for related information. The MCAI can be found in the AD docket on the internet at: <https://www.regulations.gov> by searching for and locating Docket No. FAA-2019-0536.

(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) Pilatus PC-6 Service Bulletin No: 27-006, Rev. No. 1, dated September 4, 2018.

(ii) [Reserved]

(3) For service information identified in this AD, contact Pilatus Aircraft Ltd., Customer Technical Support (MCC), P.O. Box 992, CH-6371 Stans, Switzerland; phone: +41 (0)41 619 67 74; fax: +41 (0)41 619 67 73; email: techsupport@pilatus-aircraft.com; internet: <https://www.pilatus-aircraft.com>.

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, Airworthiness Products Section, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148. It is also available on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2019-0536.

(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 28, 2020.

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

[FR Doc. 2020-16989 Filed 8-4-20; 8:45 am]



2020-16-04 Pacific Aerospace Limited: Amendment 39-21188; Docket No. FAA-2020-0711; Project Identifier MCAI-2020-00719-A.

(a) Effective Date

This airworthiness directive (AD) becomes effective September 2, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Pacific Aerospace Limited Model 750XL airplanes, serial numbers 101 through to 215, 220, 8001, and 8002, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 27: Flight Controls.

(e) Reason

This AD was prompted by an incorrect illustration of the screw jack assembly in the airplane maintenance manual, thus causing potential errors with installation. The FAA is issuing this AD to require an inspection of the flap screw jack assembly to verify proper configuration of the assembly and make the correction if found improperly installed. This unsafe condition, if not addressed, could cause fatigue failure of a flap screw jack, which could result in a failure of the flap actuator to fully extend the flaps during the completion of a final approach, a longer landing distance, and consequent runway overrun condition.

(f) Actions and Compliance

Unless already done, do the following actions in paragraphs (f)(1) and (2) of this AD.

(1) Within 20 hours time-in-service after September 2, 2020 (the effective date of this AD), inspect the left hand (LH) and right hand (RH) flap screw jack assemblies for proper installation by following the Accomplishment Instructions, paragraphs A.1) through A.3), of Pacific Aerospace Mandatory Service Bulletin (MSB) PACSB/XL/117, Issue 2, dated August 21, 2019 (PACSB/XL/117, Issue 2). If a flap screw jack assembly is not properly installed as shown in figures 1 and 2 of PACSB/XL/117, Issue 2, before further flight, comply with the Accomplishment Instructions, Part B, of PACSB/XL/117, Issue 2.

(2) As of September 2, 2020 (the effective date of this AD), do not install a LH flap screw jack assembly P/N 11-45621-1 or RH flap screw jack assembly P/N 11-45622-1 on any airplane, unless it is installed in accordance with the Accomplishment Instructions, Part B, of PACSB/XL/117, Issue 2.

(g) Credit for Previous Actions

You may take credit for the actions required by paragraph (f)(1) of this AD if you performed those actions before the effective date of this AD using Pacific Aerospace MSB PACSB/XL/117, Issue 1, dated June 7, 2019.

(h) Special Flight Permit

Special flight permits may be issued may be issued for the purpose of operating the airplane to a location where the requirements of this AD can be performed with the following limitations: Flights must not carry passengers.

(i) 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, General Aviation & Rotorcraft Section, International Validation 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.

(j) Related Information

Refer to mandatory continuing airworthiness information (MCAI) New Zealand Civil Aviation Authority AD No. DCA/750XL/38A, dated September 5, 2019, for related information. You may examine the MCAI on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0711.

(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) Pacific Aerospace Mandatory Service Bulletin PACSB/XL/117, Issue 2, dated August 21, 2019.

(ii) [Reserved]

(3) For Pacific Aerospace Limited 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 7843 6134; email: pacific@aerospace.co.nz; internet: <https://www.aerospace.co.nz/>.

(4) You may view this referenced 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. It is also available on the internet at <https://www.regulations.gov> by searching for Docket No. FAA-2020-0711.

(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 29, 2020.

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

[FR Doc. 2020-17607 Filed 8-12-20; 8:45 am]



2020-16-05 Blanik Aircraft CZ s.r.o.: Amendment 39-21189; Docket No. FAA-2020-0714; Project Identifier MCAI-2020-00589-G.

(a) Effective Date

This AD is effective August 28, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Blanik Aircraft CZ s.r.o. Model L 23 Super-Blanik gliders, all serial numbers, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC) Code 2720, RUDDER CONTROL SYSTEM.

(e) Unsafe Condition

This AD was prompted by reports of cracking on the rudder control cable attachment screw. The FAA is issuing this AD to detect and prevent a crack in a rudder control cable attachment screw, which could result in in-flight collapse of the screw. The unsafe condition, if not addressed, could result in rudder control failure and loss of control of the glider.

(f) Compliance

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

(g) Inspection and Replacement

(1) For purposes of this AD, an affected part means a part identified in table 1 to paragraph (g)(1) of this AD. The series refers to the second pair of digits in the glider serial number.

Table 1 to paragraph (g)(1) of this AD—*Affected Parts*

Part Name	Series	Part Number
Rudder hinge bolt	All	A730514N
Rudder control cable screw (left)	up to 79th series	A730515N
Rudder control cable screw (right)	up to 79th series	A740259N
Rudder control cable stud bolt (left)	from 80th series	A730545N
Rudder control cable stud bolt (right)	from 80th series	A730540N

(2) Before further flight after August 28, 2020 (the effective date of this AD), inspect each affected part in accordance with the Working Procedure, paragraphs A.1(1) through A.1(4) or paragraphs A.2(1) through A.2(4), as applicable for each part, of Blanik Mandatory Bulletin Document No. L23/060a, Revision 2, dated March 17, 2020.

(3) If there are no cracks in the inspection area of a part during the inspection required by paragraph (g)(2) of this AD, before further flight, install the rudder in accordance with the Working Procedure, paragraph A.1(8) or A.2(8), as applicable for each part, of Blanik Mandatory Bulletin Document No. L23/060a, Revision 2, dated March 17, 2020.

(4) If there are any cracks in the inspection area of a part during the inspection required by paragraph (g)(2) of this AD, before further flight, replace the part in accordance with the Working Procedure, paragraphs A.1, A.2, either A.3.1. or A.3.2 (as applicable), and A.4, of Blanik Information Bulletin Document No. L23/061b, Revision 1, dated March 17, 2020, and install the rudder in accordance with the Working Procedure, paragraph A.1(8) or A.2(8), as applicable for each part, of Blanik Mandatory Bulletin Document No. L23/060a, Revision 2, dated March 17, 2020.

(h) Reporting Requirement

Within 10 days after each inspection required by paragraph (g)(1) of this AD, report the following information to Blanik Aircraft CZ s.r.o. at the address provided in paragraph (m)(3) of this AD.

- (1) Glider registration number (N number).
- (2) Glider serial number.
- (3) Glider total hours time-in-service.
- (4) Number of starts by winch and tow (if known).
- (5) Inspection results (including no findings).

(i) Credit for Previous Actions

You may take credit for the actions required by paragraphs (g)(2) and (g)(3) of this AD if you accomplish those actions before the effective date of this AD using Blanik Mandatory Bulletin Document No. L23/060a, Revision 1, dated March 4, 2020, and, Blanik Information Bulletin Document No. L23/061b, original issue, dated March 4, 2020. If you take this credit, you do not have to comply with the reporting requirement in paragraph (h) of this AD.

(j) Paperwork Reduction Act Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Aviation Administration, 10101 Hillwood Parkway, Fort Worth, TX 76177-1524.

(k) Alternative Methods of Compliance (AMOCs)

(1) 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. 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 (l) 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.

(l) Related Information

(1) For more information about this AD, contact Jim Rutherford, Aerospace Engineer, FAA, General Aviation & Rotorcraft Section, International Validation Branch, 901 Locust, Room 301, Kansas City, Missouri 64106; phone: (816) 329-4165; fax: (816) 329-4090; email: jim.rutherford@faa.gov.

(2) Refer to European Union Aviation Safety Agency (EASA) AD No. 2020-0068-E, dated March 23, 2020, 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-2020-0714.

(m) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference of the service information listed in this paragraph under 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) Blanik Mandatory Bulletin Document No. L23/060a, Revision 2, dated March 17, 2020.

(ii) Blanik Information Bulletin Document No. L23/061b, Revision 1, dated March 17, 2020.

(3) For Blanik service information identified in this AD, contact Blanik Aircraft CZ s.r.o., Beranovych 65, Letnany, Praha, 199 00, Czech Republic; phone: +420 731 425 699; internet: <https://www.blanik.aero/customer-support>; email: info@blanik.aero.

(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. It is also available on the internet at <https://www.regulations.gov> by searching for locating Docket No. FAA-2020-0714.

(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 28, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-17650 Filed 8-12-20; 8:45 am]



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

2020-16-09 Airbus Helicopters (Type Certificate Previously Held by Eurocopter France):
Amendment 39-21193; Docket No. FAA-2019-1056; Product Identifier 2018-SW-047-AD.

(a) Applicability

This AD applies to Airbus Helicopters (previously Eurocopter France) Model SA330J helicopters, certificated in any category, with a main gearbox (MGB) input flexible coupling flange assembly part number 330A-32937401 installed, that has been modified per MOD 0752416 and MOD 0752419, excluding:

(1) Assemblies that have been subject to a maintenance scheduled inspection per Working Card 65.32.601 since new or since a complete overhaul of the MGB; and

(2) Assemblies installed on an MGB that has undergone complete overhaul after April 1, 2015, and that have not been replaced since the complete overhaul of the MGB.

(b) Unsafe Condition

This AD defines the unsafe condition as progressive fatigue failure of the coupling discs, caused by excessive fretting on the faces and in the bolt holes of the coupling discs. This condition, if not corrected, could result in loss of the MGB input, loss of the drive transmission, and subsequent loss of control of the helicopter.

(c) Affected ADs

This AD replaces AD 2009-25-09, Amendment 39-16128 (74 FR 66045, December 14, 2009).

(d) Effective Date

This AD becomes effective September 10, 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) For MGB input flexible coupling flange assemblies with less than 50 hours time-in-service (TIS) since new or since a complete overhaul of the MGB, re-adjust the tightening torque load of the 6 nuts on the flexible coupling-to-flange attachment bolts. Accomplish this re-adjustment between 50 hours TIS and 75 hours TIS since new or since a complete overhaul of the MGB in accordance with paragraph 2.B.2.a. of Eurocopter Emergency Alert Service Bulletin No. 05.95, dated March 3, 2008 (EASB 05.95) or Airbus Helicopters Emergency Alert Service Bulletin No. 05.95, Revision 1, dated October 22, 2015 (EASB 05.95 Rev 1).

(2) For MGB input flexible coupling flange assemblies with 50 hours TIS and 75 or less hours TIS since new or since a complete overhaul of the MGB, either:

(i) Upon or before reaching 75 hours TIS since new or since a complete overhaul of the MGB, re-adjust the tightening torque load of the 6 nuts on the flexible coupling-to-flange attachment bolts in accordance with paragraph 2.B.2.a. of EASB 05.95 or EASB 05.95 Rev 1; or

(ii) Upon or before reaching 125 hours TIS since new or since a complete overhaul of the MGB, inspect the tightening torque load of the 6 nuts on the flexible coupling-to-flange attachment bolts in accordance with paragraph 2.B.2.b. of EASB 05.95 or EASB 05.95 Rev 1, except you are not required to contact the manufacturer.

(3) For MGB input flexible coupling flange assemblies that have more than 75 hours TIS since new or since a complete overhaul of the MGB, within the next 50 hours TIS, inspect the tightening torque load of the 6 nuts on the flexible coupling-to-flange attachment bolts, in accordance with paragraph 2.B.2.b. of EASB 05.95 Rev 1, except you are not required to contact the manufacturer.

(4) Prior to installing an MGB that contains an input flexible coupling flange assembly that has been modified per MOD 0752416 and MOD 0752419, you must comply with the provisions of this AD.

(g) Alternative Methods of Compliance (AMOCs)

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

The subject of this AD is addressed in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD No. 2008-0049R1, dated December 18, 2015. You may view the EASA AD on the internet at <https://www.regulations.gov> in Docket No. FAA-2019-1056.

(i) Subject

Joint Aircraft Service Component (JASC) Code: 6310, Engine Transmission Coupling.

(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.

(3) The following service information was approved for IBR on September 10, 2020.

(i) Airbus Helicopters Emergency Alert Service Bulletin No. 05.95, Revision 1, dated October 22, 2015.

(ii) [Reserved]

(4) The following service information was approved for IBR on December 29, 2009 (74 FR 66045, December 14, 2009).

(i) Eurocopter Emergency Alert Service Bulletin No. 05.95, dated March 3, 2008.

(ii) [Reserved]

(5) 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>.

(6) 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.

(7) 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 23, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-17164 Filed 8-5-20; 8:45 am]



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

2020-17-05 Airbus Helicopters Deutschland GmbH: Amendment 39-21210; Docket No. FAA-2020-0418; Product Identifier 2017-SW-053-AD.

(a) Effective Date

This AD is effective September 17, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Helicopters Deutschland GmbH Model MBB-BK 117 D-2 helicopters, certificated in any category, with a serial number up to 20126 inclusive, excluding serial numbers 20109, 20119, and 20124, and with any of the following installed:

- (1) Longitudinal trim actuator part number (P/N) 418-00878-001,
- (2) Lateral trim actuator P/N 418-00878-051, or
- (3) Yaw trim actuator P/N 418-00879-001.

(d) Subject

Joint Aircraft Service Component (JASC) Code 6700, Rotors flight control.

(e) Unsafe Condition

This AD was prompted by the discovery that certain longitudinal trim actuators, lateral trim actuators, and yaw trim actuators were erroneously listed as eligible for installation on Model MBB-BK 117 D-2 helicopters. The FAA is issuing this AD to address this condition, which could lead to reduced control of the helicopter.

(f) Compliance

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

(g) Required Actions

- (1) Within 300 hours time-in-service, remove from service any longitudinal trim actuator P/N 418-00878-001, lateral trim actuator P/N 418-00878-051, and yaw trim actuator P/N 418-00879-001.
- (2) After the effective date of this AD, do not install longitudinal trim actuator P/N 418-00878-001, lateral trim actuator P/N 418-00878-051, or yaw trim actuator P/N 418-00879-001 on any Model MBB-BK 117 D-2 helicopter.

(h) Special Flight Permits

Special flight permits are prohibited.

(i) 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; phone: 817-222-5110; email: 9-ASW-FTWAMOC-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

(1) The subject of this AD is addressed in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2017-0094, dated May 29, 2017. 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-2020-0418.

(2) For more information about this AD, contact David Hatfield, Aviation Safety Engineer, Safety Management Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; phone: 817-222-5110; email: david.hatfield@faa.gov.

(3) Airbus Helicopters Alert Service Bulletin MBB-BK117 D-2-67A-005, Revision 0, dated April 3, 2017, which is not incorporated by reference, contains 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; phone: 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.

Issued on August 7, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

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