

**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES**

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

**BIWEEKLY 2020-09**

*4/13/2020 - 4/26/2020*



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

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## SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

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

### Biweekly 2020-01

2019-22-08

Leonardo S.p.A

AW169 and AW189 helicopters

### Biweekly 2020-02

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

### Biweekly 2020-03

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

### Biweekly 2020-04

2020-02-11 R 2015-04-04  
2020-02-17  
2020-02-23

Bell Helicopter Textron Inc.  
Sikorsky Aircraft Corporation  
Airbus Helicopters

412 and 412EP helicopters  
S-70, S-70A, S-70C, S-70C(M), and S-70C(M1) helicopters  
AS350B, AS350BA, AS350B1, AS350B2, AS350B3,  
AS350C, AS350D, and AS350D1; AS355E, AS355F,  
AS355F1, AS355F2, AS355N, and AS355NP helicopters  
SF50 airplanes

2020-03-50

Cirrus Design Corporation

### Biweekly 2020-05

2020-03-13  
2020-03-16

Leonardo S.p.A.  
Textron Aviation Inc.

AW189 helicopters  
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  
2020-04-14  
2020-04-21

Daher Aircraft Design, LLC  
Honda Aircraft Company LLC  
Bell Helicopter Textron Canada  
Limited

KODIAK 100 airplanes  
HA-420 airplanes  
429 helicopters

2020-05-20

Airbus Helicopters

AS332C, AS332C1, AS332L, AS332L1, and AS332L2  
helicopters

2020-05-23  
2020-06-11

Airbus Helicopters  
MD Helicopters Inc.

AS332C, AS332C1, AS332L, and AS332L1 helicopters  
600N helicopters

### Biweekly 2020-08

2020-06-12  
2020-06-13

Airbus Helicopters  
Airbus Helicopters

AS332L2 and EC225LP helicopters  
AS332C, AS332C1, AS332L, and AS332L1 helicopters

### Biweekly 2020-09

2020-07-15  
2020-07-22  
2020-08-02

PZL Swidnik S.A.  
PZL Swidnik S.A.  
Thales AVS France SAS

PZL W-3A helicopters  
PZL W-3A helicopters  
Global Positioning System/Satellite Based Augmentation  
System receivers

2020-08-10  
2020-09-01

R 2008-24-04

Robinson Helicopter Company  
Airbus Helicopters

R44 and R44 II helicopters  
AS355E, AS355F, AS355F1, AS355F2, and AS355N  
helicopters

2020-09-02

R 2017-16-04

Anjou Aeronautique

Torso restraint systems



**2020-07-15 PZL Świdnik S.A.:** Amendment 39-19894; Docket No. FAA-2020-0363; Product Identifier 2018-SW-010-AD.

**(a) Effective Date**

This AD becomes effective April 29, 2020.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to all PZL Świdnik S.A. Model PZL W-3A helicopters, certificated in any category.

**(d) Subject**

Joint Aircraft Service Component (JASC) Code 3200, Landing Gear System.

**(e) Reason**

This AD was prompted by a report of a cracked nose landing gear (NLG) bellcrank assembly. The FAA is issuing this AD to address cracking of the NLG bellcrank assembly due to a manufacturing deficiency. This condition, if not addressed, could lead to failure of the NLG, possibly resulting in damage to the helicopter and injury of the occupants.

**(f) Compliance**

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

**(g) Definition**

For purposes of this AD, affected NLG bellcrank assemblies have part number (P/N) 30.42.010.00.00.

**(h) Inspection**

For helicopters having serial numbers up to 3X.10.12 inclusive: Within 5 landings after the effective date of this AD, inspect the affected NLG bellcrank assembly for discrepancies, in accordance with Chapter II, paragraph 2., of Wytwórnia Sprzętu Komunikacyjnego Mandatory Bulletin No. BO-37-18-292, Revision 1, dated February 5, 2018 (Bulletin BO-37-18-292). For purposes of this AD, a “landing” is counted any time the helicopter lifts off into the air and then lands again regardless of the duration of the landing and regardless of whether the engine is shut down.

**(i) Replacement**

During the inspection required by paragraph (h) of this AD, if the NLG bellcrank assembly meets the criteria for replacement, as specified in Chapter II, paragraph 3., of Bulletin BO-37-18-292: Before further flight, replace the affected NLG bellcrank assembly and do all related investigative and corrective actions, in accordance with Chapter II, paragraph 4., of Bulletin BO-37-18-292.

**(j) Parts Installation Limitation**

As of the effective date of this AD: Do not install a bellcrank NLG assembly, P/N 30.42.010.00.00, on any helicopter unless the assembly has passed an inspection (no defects found), in accordance with paragraph (h) of this AD.

**(k) Credit for Previous Actions**

This paragraph provides credit for actions required by paragraphs (h) and (i) of this AD, if those actions were performed before the effective date of this AD using Bulletin BO-37-18-292.

**(l) Special Flight Permit**

Special flight permits, as described in 14 CFR 21.197 and 21.199, are not allowed.

**(m) Alternative Methods of Compliance**

(1) The Manager, Safety Management Section, Rotorcraft Standards Branch, FAA, may approve AMOCs for this AD. Send your proposal to: David Hatfield, Senior Aviation Safety Engineer, Safety Management Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5116; email 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.

**(n) Related Information**

(1) The subject of this AD is addressed in the European Union Aviation Safety Agency (previously European Aviation Safety Agency) (EASA) AD 2018-0035-E, dated February 6, 2018; corrected March 16, 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-2020-0363.

(2) For more information about this AD, contact David Hatfield, Senior Aviation Safety Engineer, Safety Management Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222-5116; email david.hatfield@faa.gov.

**(o) 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) Wytwórnia Sprzętu Komunikacyjnego Mandatory Bulletin No. BO-37-18-292, Revision 1, dated February 5, 2018.

(ii) [Reserved]

(3) For service information identified in this AD, contact PZL-Świdnik S.A., Al. Lotników Polskich 1, 21-045 Świdnik, Poland; telephone (+48) 664 424 798; fax (+48) 817 225 710; internet [www.pzl.swidnik.pl](http://www.pzl.swidnik.pl).

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

(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 April 8, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-07742 Filed 4-13-20; 8:45 am]



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**2020-07-22 PZL Swidnik S.A.:** Amendment 39-19901; Docket No. FAA-2020-0390; Product Identifier 2018-SW-096-AD.

**(a) Applicability**

This AD applies to PZL Swidnik S.A. (PZL) Model PZL W-3A helicopters, certificated in any category, with a WR-3 main gearbox (MGB) with a serial number (S/N) up to 316463007M inclusive and with a bolt part number (P/N) 89.00.0049 and washer P/N 89.06.0387, installed.

**(b) Unsafe Condition**

This AD defines the unsafe condition as improper locking of the bolts which secure the input quill cover and graphite seal assembly of the WR-3 MGB. This condition could result in disconnection of an engine to the MGB mechanical link and subsequent loss of control of the helicopter.

**(c) Effective Date**

This AD becomes effective May 5, 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), inspect each bolt to determine if it is properly locked with the washer by following Chapter II, Inspection Procedure, paragraphs 3.1.a) and 3.1.b) of WYTWÓRNIA SPRZ[Eogon]TU KOMUNIKACYJNEGO “PZL-Świdnik” Spółka Akcyjna Mandatory Bulletin No. BO-37-18-289, dated October 23, 2018 (MB BO-37-18-289). If any bolt is not properly locked, before further flight:

(i) Remove the engine to visually inspect the bolt head for any sign of rubbing and deformation.

(ii) If there is no sign of rubbing or deformation, loosen the bolt and tighten to the correct torque value of 2.5-3.0 Nm. Lock the bolt by folding tabs of the washer up to the side surfaces of the bolt head. Photo 4 of MB BO-37-18-289 shows an example of a properly locked bolt.

(iii) If there is any sign of rubbing or deformation;

(A) Remove from service the bolt.

(B) Remove the left-hand (LH) and right-hand (RH) input drive quill seals by following paragraphs 1.1. through 1.6., Procedure—Case B. Attachment 1 to MB BO-37-18-289.

(C) Visually inspect each graphite seal assembly of the LH and RH input drive quill seals for any crack, damage, and surface deformation in the surface area identified as “D” of Sketch 3. Radial Seal, Attachment 1 to MB BO-37-18-289, and any crack, damage, surface deformation, cracked graphite

segments and seizing of grooves in the surface area identified as “E” of Sketch 3. Radial Seal, Attachment 1 to MB BO-37-18-289. For purposes of this inspection, damage to the graphite seal assembly may be indicated by spalling, chipping, scratches, or dents. Also visually inspect for unsmooth freedom of radial motion of each graphite ring in the surface area identified as “E” of Sketch 3. Radial Seal, Attachment 1 to MB BO-37-18-289, any scratch and dent in the surface areas identified as “A” and “B” of Sketch 3. Radial Seal, Attachment 1 to MB BO-37-18-289, and seizing on the surface area identified as “C” of Sketch 3. Radial Seal, Attachment 1 to MB BO-37-18-289.

(1) If there is any crack, damage, or surface deformation in surface area “E” greater than an area of 1.5 mm<sup>2</sup> or a depth of 1mm, before further flight, remove from service the graphite seal assembly.

(2) If there is any spalling or chipping in surface area “E” that is equal to or less than an area of 1.5 mm<sup>2</sup> and a depth of 1 mm, or any scratch or dent in surface areas “A” or “B” or seizing in surface area “C” that is acceptable after blending material flashes, before further flight, replace the graphite seal assembly.

(3) If there is any crack, damage, or surface deformation on surface “D”, cracked graphite segments or seizing of grooves on surface “E”, any scratch or dent in surface areas “A” or “B” or seizing in surface area “C” that is not acceptable after blending material flashes, or radial motion of graphite rings is difficult and not smooth, before further flight, remove from service the graphite seal assembly.

(2) After the effective date of this AD, do not install a WR-3 MGB with an S/N up to 316463007M inclusive and with a bolt P/N 89.00.0049 and washer P/N 89.06.0387 on any PZL Model PZL W-3A helicopter, unless it has been inspected in accordance with the requirements of this AD.

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

(1) The Manager, Safety Management Section, 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 Union Aviation Safety Agency (previously European Aviation Safety Agency) (EASA) AD No. 2018-0238, dated November 6, 2018. You may view the EASA AD on the internet at <https://www.regulations.gov> in Docket No. FAA-2020-0390.

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

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

#### **(i) Material Incorporated by Reference**

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

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

(i) WYTWÓRNA SPRZ[Eogon]TU KOMUNIKACYJNEGO “PZL-Świdnik” Spółka Akcyjna  
Mandatory Bulletin No. BO-37-18-289, dated October 23, 2018.

(ii) [Reserved]

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

(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 817222-5110.

(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 April 15, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-08297 Filed 4-17-20; 8:45 am]



**2020-08-02 Thales AVS France SAS:** Amendment 39-21108; Docket No. FAA-2019-0760; Project Identifier 2019-NE-18-AD.

**(a) Effective Date**

This AD is effective May 19, 2020.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Thales AVS France SAS (Thales) Global Positioning System/Satellite Based Augmentation System (GPS/SBAS) receivers, Topstar 200 LPV, part numbers (P/Ns) C17149JA02 and C17149HA01. These GPS/SBAS receivers are installed on, but not limited to, ATR-GIE Avions de Transport Régional (ATR) model ATR42 and ATR72 airplanes and Sikorsky Aircraft Corporation model S-76D helicopters, respectively.

**(d) Subject**

Joint Aircraft System Component (JASC) Code 3457, Global Positioning System.

**(e) Unsafe Condition**

This AD was prompted by reports that Thales GPS/SBAS receivers provided, under certain conditions, erroneous outputs on aircraft positions. The FAA is issuing this AD to prevent erroneous aircraft position outputs from the Thales GPS/SBAS receivers. The unsafe condition, if not addressed, could result in controlled flight into terrain and loss of the aircraft.

**(f) Compliance**

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

**(g) Required Actions**

(1) For operators of affected ATR model ATR42 and ATR72 airplanes:

(i) Update the aircraft's navigation database within 30 days after the effective date of this AD using the software upload instructions, as applicable, in the following:

(A) ATR72 Aircraft Maintenance Manual (AMM) Job Instruction Cards, Doc. No. 45-11-00 LDG 10030-004, dated June 1, 2018.

(B) ATR42-400/500 Series AMM Job Instruction Cards, Doc. No. 45-11-00 LDG 10030-004, dated July 1, 2018.

(C) Thales Service Information Letter (SIL) Doc. No. THAV/SIL-1308, Issue 7, dated September 28, 2018.

(ii) [Reserved]

(2) For operators of affected ATR model ATR42 and ATR72 airplanes:

(i) Within 30 days after the effective date of this AD, amend Section 1.2 “Each Flight Checks” of the pre-flight section in the applicable airplane flight manual by inserting the change shown in Figure 1 and Figure 2 to paragraph (g)(2)(i) of this AD.

**Figure 1 to Paragraph (g)(2)(i) – Reset Instructions for 1 GPS Receiver Installed**

- ▶ DATA/INIT/POS INIT page..... DISPLAY
- ▶ GPS POS key..... SELECT
- ▶ C/B NAV/COM/SURV GPS 1..... PULL
- After 10 s
  - ▶ C/B NAV/COM/SURV GPS 1..... PUSH
  - ▶ SENSOR INIT< key..... SELECT

**Figure 2 to Paragraph (g)(2)(i) – Reset Instructions for 2 GPS Receivers Installed**

- ▶ DATA/INIT/POS INIT page..... DISPLAY
- ▶ GPS POS key..... SELECT
- ▶ C/B NAV/COM/SURV GPS 1..... PULL
- ▶ C/B NAV/COM/SURV GPS 2..... PULL
- After 10 s
  - ▶ C/B NAV/COM/SURV GPS 1..... PUSH
  - ▶ C/B NAV/COM/SURV GPS 2..... PUSH
  - ▶ SENSOR INIT< key..... SELECT

(ii) Before each flight, power cycle the Thales GPS/SBAS receiver unit.

(3) For operators of Sikorsky S-76D helicopters, within 30 days after the effective date of this AD, update the aircraft's navigation database using the instructions in TASK 31-61-00-800-802, “2. FMS Database Update for Multifunction Display (MFD)” of the Sikorsky Aircraft Corporation, AMM SA S76D-AMM-000, 31-61-00, dated November 30, 2017.

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

(1) The Manager, Boston ACO Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the Boston ACO Branch, send it to the attention of the person identified in paragraph (i)(1) of this AD.

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

**(i) Related Information**

(1) For more information about this AD, contact Kirk Gustafson, Aerospace Engineer, Boston ACO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7190; fax: 781-238-7199; email: kirk.gustafson@faa.gov.

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2019-0004, dated January 11, 2019 (corrected on January 17, 2019), for more information. You may examine the EASA AD in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2019-0760.

**(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 the AD specifies otherwise.

(i) Sikorsky Aircraft Corporation, Aircraft Maintenance Manual (AMM) SA S76D-AMM-000, 31-61-00, dated November 30, 2017.

(ii) ATR72 AMM Job Instruction Cards, Doc. No. 45-11-00 LDG 10030-004, dated June 1, 2018.

(iii) ATR42-400/500 Series AMM Job Instruction Cards, Doc. No. 45-11-00 LDG 10030-004, dated July 1, 2018.

(iv) Thales Service Information Letter Doc. No. THAV/SIL-1308, Issue 7, dated September 28, 2018.

(3) For Sikorsky Aircraft Corporation service information identified in this AD, contact Sikorsky Aircraft Corporation, Customer Service Engineering, 124 Quarry Road, Trumbull, CT 06611; telephone 1-800-Winged-S or 203-416-4299; email: wcs\_cust\_service\_eng.gr-sik@lmco.com.

(4) For Thales service information identified in this AD, contact Thales AVS France SAS, 75-77 Avenue Marcel Dassault, 33700 Mérignac–France, Tel: +33 (0)5 24 44 77 40, [www.thalesgroup.com](http://www.thalesgroup.com).

(5) For ATR service information identified in this AD, contact ATR-GIE Avions de Transport Régional, 1, Allée Pierre Nadot, 31712 Blagnac Cedex, France; telephone +33 (0) 5 62 21 62 21; fax +33 (0) 5 62 21 67 18; email [.](mailto:aircraft.com)

(6) You may view this service information at FAA, Engine & Propeller Standards Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call 781-238-7759.

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

Issued on April 8, 2020.

Ross Landes,

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

[FR Doc. 2020-07746 Filed 4-13-20; 8:45 am]



**FAA**  
**Aviation Safety**

## **AIRWORTHINESS DIRECTIVE**

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[www.gpoaccess.gov/fr/advanced.html](http://www.gpoaccess.gov/fr/advanced.html)

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**2020-08-10 Robinson Helicopter Company:** Amendment 39-19902; Docket No. FAA-2017-0947; Product Identifier 2017-SW-059-AD.

### **(a) Applicability**

This AD applies to Robinson Helicopter Company (Robinson) Model R44 and R44 II helicopters, certificated in any category, with a tail rotor blade part number (P/N) C029-1 or P/N C029-2 installed.

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

This AD defines the unsafe condition as a crack in a tail rotor blade. This condition could result in the loss of the tail rotor and subsequent loss of control of the helicopter.

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

This AD is effective May 22, 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 50 hours time-in-service after the effective date of this AD and thereafter before each flight:

(1) Visually check each tail rotor blade for a crack in the leading edge, paying particular attention to the area in the most inboard white paint stripe. Wipe the blades clean, if necessary, to ensure any potential crack is visible. The actions required by this paragraph 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) If there is a crack, before further flight, replace the tail rotor 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: James Guo, Aerospace Engineer, Los Angeles ACO Branch, FAA, 3960 Paramount Blvd., Lakewood, California 90712; telephone 562-627-5357; email [james.guo@faa.gov](mailto:james.guo@faa.gov).

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

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

**(g) Related Information**

Robinson Helicopter Company R44 Service Bulletin SB-83, dated May 30, 2012, which is not incorporated by reference, contains additional information about the subject of this AD. For service information identified in this AD, contact Robinson Helicopter Company, 2901 Airport Drive, Torrance, CA 90505; telephone 310-539-0508; fax 310-539-5198; or at <https://robinsonheli.com/technical-support/>. You may view a copy of information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177.

**(h) Subject**

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

Issued on April 13, 2020.

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

[FR Doc. 2020-08072 Filed 4-16-20; 8:45 am]



**2020-09-01 Airbus Helicopters (previously Eurocopter France):** Amendment 39-21112; Docket No. FAA-2017-0404; Product Identifier 2015-SW-066-AD.

**(a) Applicability**

This AD applies to Airbus Helicopters (previously Eurocopter France) Model AS355E, AS355F, AS355F1, AS355F2, and AS355N helicopters, certificated in any category, with a main gearbox (MGB) lubrication pump (pump) part number 355A32-0700-01, 355A32-0700-02, or 355A32-0701-00, except helicopters with Modification (MOD) 077222 installed.

**(b) Unsafe Condition**

This AD defines the unsafe condition as insufficient lubrication within an MGB. This condition, if not detected and corrected, could result in failure of the MGB pump, seizure of the MGB, loss of drive to an engine and main rotor, and subsequent loss of helicopter control.

**(c) Affected ADs**

This AD replaces AD 2008-24-04, Amendment 39-15744 (73 FR 71530, November 25, 2008).

**(d) Effective Date**

This AD becomes effective May 28, 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) Before the first flight of each day and at intervals not to exceed 10 hours time-in-service (TIS), check the MGB magnetic chip detector plug (chip detector) for any sludge. Also, check for dark oil in the MGB oil-sight glass. The actions required by this paragraph may be performed by an 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 Title 14 Code of Federal Regulations (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. "Sludge" is a deposit on the chip detector that is typically dark in color and in the form of a film or paste, as compared to metal chips or particles normally found on a chip detector. Sludge may have both metallic or nonmetallic properties, may consist of copper (pinion bearing), magnesium (pump case), and steel (pinion) from the oil pump, and a nonmetallic substance from the chemical breakdown of the oil as it interacts with the metal.

(i) Before further flight, if any sludge is found on the chip detector, remove, open, and inspect the pump.

(ii) Before further flight, if the oil appears dark in color when it is observed through the MGB oil-sight glass, take an oil sample. If the oil taken in the sample is dark or dark purple, before further flight, remove, open, and inspect the pump.

(2) Within 25 hours TIS, after operating both engines at normal operating revolutions per minute (RPM) for at least 20 minutes to ensure the MGB oil temperature has stabilized, inspect the oil pump for wear by following the Accomplishment Instructions, paragraph 2.B.2., steps 1. through 6., of Eurocopter Alert Service Bulletin (ASB) No. 05.00.51, dated July 9, 2007 (ASB 05.00.51), or Airbus Helicopters ASB No. 05.00.51, Revision 1, dated July 29, 2015 (ASB 05.00.51 Rev 1).

(i) Record the outside air temperature (OAT) and rotor speed (NR RPM) and plot the point at which they intersect using the graph in Figure 1 or 2 of ASB 05.00.51 or ASB 05.00.51 Rev 1.

(ii) If the point on the graph at the intersection of the recorded OAT and the NR RPM falls within:

(A) Zone 3—Before further flight, replace the MGB and pump with an airworthy MGB and pump.

(B) Zone 2—At intervals not to exceed 25 hours TIS, repeat the inspection procedures by following the Accomplishment Instructions, paragraph 2.B.2, steps 1. through 6., of ASB 05.00.51 or ASB 05.00.51 Rev 1. After being classified in “Zone 2,” you must obtain two successive inspections separated by at least 24 hours TIS that fall within Zone 1 before you can begin to inspect at intervals not to exceed 110 hours TIS by following paragraph (f)(2)(ii)(C) of this AD for Zone 1.

(C) Zone 1—At intervals not to exceed 110 hours TIS, repeat the inspection procedures by following the Accomplishment Instructions, paragraph 2.B.2., steps 1. through 6., of ASB 05.00.51 or ASB 05.00.51 Rev 1.

(iii) Compliance with paragraphs (f)(2)(i) and (ii) of this AD constitutes terminating action for the checks and inspections required by paragraph (f)(1) of this AD.

(3) As an optional terminating action for the requirements in this AD, alter the lubrication system for the MGB in accordance with the Accomplishment Instructions, paragraphs 3.B.2.a. through 3.B.3 of Airbus Helicopters Service Bulletin No. AS355-63.00.25, Revision 1, dated July 29, 2015, or Revision 2, dated June 22, 2017. Mineral oil 0-155 is required after compliance with this alteration.

Note 1 to paragraph (f)(3) of this AD: Airbus Helicopters identifies alteration of the lubrication system as MOD 077222.

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

(1) The Manager, Safety Management Section, Rotorcraft Standards Branch, FAA, may approve AMOCs for this AD. Send your proposal to: James Blyn, 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) Eurocopter Emergency Alert Service Bulletin No. 05.00.40, Revision 3, dated July 9, 2007, which is not incorporated by reference, contains additional information about the subject of this AD. For service information identified in this AD, use the contact information in paragraphs (j)(5) and (6).

(2) The subject of this AD is addressed in European Union Aviation Safety Agency (previously European Aviation Safety Agency) (EASA) AD No. 2007-0209R1, dated September 11, 2015. You may view the EASA AD on the internet at <https://www.regulations.gov> in Docket No. FAA-2017-0404.

**(i) Subject**

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

**(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 the AD specifies otherwise.

(3) The following service information was approved for IBR on May 28, 2020.

(i) Airbus Helicopters Alert Service Bulletin No. 05.00.51, Revision 1, dated July 29, 2015.

(ii) Airbus Helicopters Service Bulletin No. AS355-63.00.25, Revision 1, dated July 29, 2015.

(iii) Airbus Helicopters Service Bulletin No. AS355-63.00.25, Revision 2, dated June 22, 2017.

(4) The following service information was approved for IBR on December 30, 2008 (73 FR 71530, November 25, 2008).

(i) Eurocopter Alert Service Bulletin No. 05.00.51, dated July 9, 2007.

(ii) [Reserved]

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

Issued on April 17, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-08531 Filed 4-22-20; 8:45 am]



**2020-09-02 Anjou Aeronautique (formerly Romtex Anjou Aeronautique):** Amendment 39-21116; Docket No. FAA-2019-0537; Project Identifier 2019-NE-16-AD.

**(a) Effective Date**

This AD is effective May 29, 2020.

**(b) Affected ADs**

This AD replaces AD 2017-16-04, Amendment 39-18981 (82 FR 39355, August 18, 2017).

**(c) Applicability**

(1) This AD applies to Anjou Aeronautique Model 358 torso restraint systems (restraint systems), part number (P/N) 358XX-XXX-YY-ZZZ (where 358XX-XXX-YY-ZZZ can be any combination of numbers and/or letters), with serial numbers (S/Ns) listed in Effectivity, paragraph 1.2, of Anjou Aero Service Bulletin (SB) No. 358SB-14-101, Revision 1, dated December 12, 2014, and with S/Ns listed in Figure 1 to Paragraph (c)(1) of this AD.

**Figure 1 to Paragraph (c)(1) – Applicability**

<b>S/N (FROM ... inclusive)</b>	<b>S/N (TO ... inclusive)</b>
738	1037
1049	1049
1056	1061
1074	1619

(2) These restraint systems are installed on, but not limited to, Airbus Helicopters AS350B2, AS350B3, EC130B4, EC130T2, and AS355NP helicopters, certificated in any category.

**(d) Subject**

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

**(e) Unsafe Condition**

This AD was prompted by reports to the European Union Aviation Safety Agency (EASA), since the publication of AD 2017-16-04, of additional restraint system buckle knobs breaking on a batch of parts outside of the population identified in AD 2017-16-04. The FAA is issuing this AD to prevent a restraint system strap from failing to release from the buckle, causing occupants to be unable to exit the aircraft during an emergency. The unsafe condition, if not addressed, could result in a restraint system strap failing to release from the buckle, resulting in injury or death of the occupant.

**(f) Compliance**

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

**(g) Required Actions**

(1) For the restraint systems listed in the Effectivity, paragraph 1.2, of Anjou Aero SB No. 358SB-14-101, Revision 1, dated December 12, 2014, except for S/Ns 1038-1048 (inclusive), 1050-1055 (inclusive), and 1062-1073 (inclusive), within 30 hours time-in-service (TIS) after the effective date of this AD, inspect each restraint system for proper release of the straps from the restraint system.

(i) If the straps do not release from the restraint system, before further flight, placard the seat as inoperative. Within 180 hours TIS after the effective date of this AD, remove the rotary buckle sub-assembly and replace it with a part eligible for installation.

(ii) If the straps release from the restraint system, within 180 hours TIS after the effective date of this AD, remove the rotary buckle sub-assembly and replace it with a part eligible for installation.

(2) For restraint systems, P/N 358XX-XXX-YY-ZZZ (where 358XX-XXX-YY-ZZZ can be any combination of numbers and/or letters), having S/Ns 738-1619 (inclusive), within 30 hours TIS after the effective date of this AD, inspect the restraint system for proper release of the straps from the restraint system.

(i) If the straps do not release from the restraint system, before further flight, placard the seat as inoperative and within 180 hours TIS after the effective date of this AD, remove the restraint system from service and replace it with a part eligible for installation.

(ii) If the straps release from the restraint system, within 180 hours TIS or six months after the effective date of this AD, whichever occurs first, remove the restraint system from service and replace it with a part eligible for installation.

**(h) Installation Prohibition**

After the effective date of this AD, do not install on any aircraft an Anjou Aeronautique restraint system, P/N 358XX-XXX-YY-ZZZ, having S/Ns 738-1619 (inclusive), even if the restraint system is labeled in compliance with Anjou Aero SB No. 358SB-14-101, Revision 1, dated December 12, 2014.

**(i) Definition**

For the purpose of this AD, a “part eligible for installation” is an Anjou Aeronautique restraint system, excluding P/N 358XX-XXX-YY-ZZZ, having S/Ns 738-1619 (inclusive), that had the rotary buckle sub-system repaired and a label attached indicating compliance with Anjou Aero SB No. 358SB-14-101, Revision 1, dated December 12, 2014, or later revisions.

**(j) 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 (k)(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.

**(k) Related Information**

(1) For more information about this AD, contact Dorie Resnik, Aerospace Engineer, Boston ACO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: 781-238-7693; fax: 781-238-7199; email: [dorie.resnik@faa.gov](mailto:dorie.resnik@faa.gov).

(2) Refer to European Union Aviation Safety Agency (EASA) AD 2018-0195, dated September 4, 2018, for more information. You may examine the EASA AD in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2019-0537.

**(l) Material Incorporated by Reference**

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

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

(3) The following service information was approved for IBR on September 22, 2017 (82 FR 39355, August 18, 2017).

(i) Anjou Aero Service Bulletin No. 358SB-14-101, Revision 1, dated December 12, 2014.

(ii) [Reserved]

(4) For Anjou Aeronautique service information identified in this AD, contact Anjou Aeronautique, Strada Livezii nr. 98, 550042, Sibiu, Romania; telephone: +40 269 243 918; fax: +40 269 243 921; email: [seatbelts@anjouaero.com](mailto:seatbelts@anjouaero.com).

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

(6) You may view this service information 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 April 20, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

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