

**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES**

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

**BIWEEKLY 2020-14**

*6/22/2020 - 7/5/2020*



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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Information Key: E – Emergency; COR – Correction; R – Replaces, A – Affects

2020-11-02		Airbus Helicopters	AS332C, AS332C1, AS332L, AS332L1, AS332L2, and EC225LP
2020-11-04		Learjet Inc.	60
2020-11-05		Airbus Helicopters	EC120B
<b>Biweekly 2020-12</b>			
2020-11-06		Pilatus Aircraft Ltd	PC-6, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, PC-6/C1-H2, PC-6-H1, and PC-6-H2
2020-11-07		MD Helicopter Inc.	369D, 369E, 369FF, 369H, 369HE, 369HM, 369HS, 500N, and 600N
<b>Biweekly 2020-13</b>			
2020-03-50		Cirrus Design Corporation	SF50
2020-12-02		Airbus Helicopters	EC120B
2020-12-07		Hamilton Sundstrand Corporation	54H60
2020-12-08	R 2011-20-01	Embraer S.A.	EMB-505
2020-12-10	R 2011-12-08	Bell Textron Inc.	205A, 205A-1, 205B, 212, 412, 412CF, and 412EP
<b>Biweekly 2020-14</b>			
2020-12-09		Airbus Helicopters	EC130B4 and EC130T2
2020-13-02		Leonardo S.p.A.	A119 and AW119 MKII
2020-13-03	R 2018-07-15	XtremeAir GmbH Airplanes	XA42



**2020-12-09 Airbus Helicopters:** Amendment 39-21144; Docket No. FAA-2020-0238; Product Identifier 2018-SW-072-AD.

**(a) Effective Date**

This AD is July 28, 2020.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to all Airbus Helicopters Model EC130B4 and EC130T2 helicopters, certificated in any category.

**(d) Subject**

Joint Aircraft Service Component (JASC) Code 6410, Tail rotor blade.

**(e) Reason**

This AD was prompted by a report that a new manufacturing process for the tail rotor blades (TRBs) has been implemented, affecting the structural characteristics of the TRB and generating a new part number (P/N) for these blades. It was determined that a new life limit is needed for the new P/N TRBs. The FAA is issuing this AD to ensure the new P/N TRBs do not exceed their life limit, which could lead to loss of the TRB and subsequent loss of control of the helicopter.

**(f) Compliance**

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

**(g) Definition of an Affected Part for the Re-identification and Validation of Rework/Repair/Modification**

An “affected part” is a TRB having P/N 350A333002.02 and a serial number specified in Appendix 4.A. of Airbus Helicopters Alert Service Bulletin EC130-04A007, Revision 0, dated July 18, 2018 (“ASB EC130-04A007”).

**(h) Part Replacement (Life Limit Implementation)**

Before exceeding 10,000 hours time-in-service (TIS) since first installation on a helicopter: Remove from service each TRB having P/N 350A333002.04.

**(i) Part Re-Identification and Validation of Rework/Repair/Modification**

(1) Within 1,200 hours TIS after the effective date of this AD: Re-identify each affected part, in accordance with 3.B. of the Accomplishment Instructions of Airbus Helicopters ASB EC130-04A007.

(2) For each affected part which has been subject to rework, repair, or modification before the re-identification, as required by paragraph (i)(1) of this AD, within 6 months after the effective date of this AD, contact the Manager, Rotorcraft Standards Branch, FAA, for additional applicable maintenance instructions and, within the compliance time identified in those instructions, accomplish those instructions accordingly.

**(j) Parts Installation Prohibition and Rework/Repair/Modification Limitation**

(1) As of the effective date of this AD, no person may install a TRB having P/N 350A333002.02 and a serial number specified in Appendix 4.A. of ASB EC130-04A007 on any helicopter.

(2) As of the effective date of this AD, no person may accomplish any rework, repair, or modification of an affected part, unless it has been determined that the rework, repair, or modification is FAA-approved for P/N 350A333002.04.

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

(1) The Manager, Rotorcraft Standards Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Kristi Bradley, Aviation Safety Engineer, Safety Management Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5485; email 9-ASW-FTW-AMOC-Requests@faa.gov.

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

**(l) Related Information**

(1) The subject of this AD is addressed in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2018-0182, dated August 28, 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-2020-0238.

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

**(m) Material Incorporated by Reference**

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

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

(i) Airbus Helicopters Alert Service Bulletin EC130-04A007, Revision 0, dated July 18, 2018.

(ii) [Reserved]

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

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

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

Issued on June 4, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-13404 Filed 6-22-20; 8:45 am]



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**2020-13-02 Leonardo S.p.A.:** Amendment 39-21147; Docket No. FAA-2019-1020; Product Identifier 2019-SW-076-AD.

**(a) Applicability**

This AD applies to Leonardo S.p.A. Model A119 and AW119 MKII helicopters, certificated in any category, with a tail rotor (T/R) duplex bearing part number (P/N) 129-0160-11-103 (T/R duplex bearing).

**(b) Unsafe Condition**

This AD defines the unsafe condition as structural failure of the T/R assembly, possibly due to an incorrect installation. This condition could result in loss of T/R pitch change control and subsequent loss of control of the helicopter.

**(c) Effective Date**

This AD becomes effective July 8, 2020.

**(d) Compliance**

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

**(e) Required Actions**

(1) Within 10 hours time-in-service (TIS), remove the lockwire that secures the T/R plug P/N 129-0160-45-103 (T/R plug) to the bearing liner assembly P/N 109-0135-16-101 (bearing liner assembly). Without loosening the T/R plug first, inspect the tightening torque of the T/R plug by increasing the torque up to 30.5 Nm and inspect for any movement the moment torque is applied.

(i) If there is no movement and the tightening torque is at least 30.5 Nm, before further flight, install lockwire by following the Accomplishment Instructions, part I, paragraph 4, of Leonardo Helicopters Emergency Alert Service Bulletin No. 119-100, dated August 7, 2019 (EASB 119-100).

(ii) If there is any movement or the tightening torque is less than 30.5 Nm, before further flight, comply with paragraph (e)(2) of this AD.

(2) Within 50 hours TIS, unless required before further flight by paragraph (e)(1)(ii) of this AD, inspect to determine whether the P/N and serial number (S/N) are visible on the outboard and inboard faces of the T/R duplex bearing by following the Accomplishment Instructions, part II, paragraphs 4 through 13 (except paragraphs 9.1, 13.1, and 13.2), of EASB 119-100. Instead of the excluded steps, do the following:

Note 1 to paragraph (e)(2) of this AD: You are not required to discard parts and you may use equivalent tooling to that identified in EASB 119-100.

(i) If the P/N and S/N markings are visible on the outboard or inboard face of the T/R duplex bearing, before further flight, remove from service the T/R duplex bearing, internal spacer P/N 129-

0160-43-101 (internal spacer), external spacer P/N 129-0160-44-101 (external spacer), bearing liner assembly, and T/R control rod P/N 109-0135-02-101 (T/R control rod).

(ii) If the P/N and S/N markings are not visible on the inboard face of the T/R duplex bearing, before further flight, inspect the T/R duplex bearing, T/R plug, and nut by following the Accomplishment Instructions, part II, paragraphs 14 and 15 (but not paragraphs 15.1 through 15.2), of EASB 119-100. For purposes of this inspection, damage to the races may be indicated by non-movement of the inner race, movement of the outer race, deformation, roughness, or incorrect installation; and damage to the threads of the T/R plug and nut may be indicated by uneven threads, missing threads, or cross-threading.

(A) If the T/R duplex bearing has any rough rotation, brinelling, spalling, chipping, flaking, evidence of overheated bearing balls, or damage to the races, before further flight, remove from service the T/R duplex bearing, the internal spacer, the external spacer, the bearing liner assembly, and the T/R control rod.

(B) If the T/R plug or nut has any damaged threads, before further flight, remove from service the affected part.

(C) Reassemble the T/R duplex bearing assembly by following the Accomplishment Instructions, part II, paragraphs 16 through 31, of EASB 119-100.

(3) If the T/R plug had any movement or its tightening torque was not at least 30.5 Nm in paragraph (e)(1)(ii) of this AD or if any parts were required to be removed as a result of the inspections required by paragraph (e)(2) of this AD, within 10 days after completing the inspection, report the information in Appendix 1 to this AD by email to [aw109.mbx.aw@leonardocompany.com](mailto:aw109.mbx.aw@leonardocompany.com).

(4) As of the effective date of this AD, do not install a T/R duplex bearing P/N 129-0160-11-103 on any helicopter unless you have complied with the requirements in paragraph (e)(2) of this AD.

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

Special flight permits are prohibited.

#### **(g) 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, 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.

#### **(h) 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: David Hatfield, Aviation Safety Engineer, Safety Management Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5110; email [9-ASW-FTW-AMOC-Requests@faa.gov](mailto:9-ASW-FTW-AMOC-Requests@faa.gov).

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

**(i) Additional Information**

The subject of this AD is addressed in European Union Aviation Safety Agency (EASA) Emergency AD No. 2019-0194-E, dated August 9, 2019. You may view the EASA AD on the Internet at <https://www.regulations.gov> by searching for and locating it in Docket No. FAA-2019-1020.

**(j) Subject**

Joint Aircraft Service Component (JASC) Code: 6400, Tail Rotor System.

**(k) Material Incorporated by Reference**

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

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

(i) Leonardo Helicopters Emergency Alert Service Bulletin No. 119-100, dated August 7, 2019.

(ii) [Reserved]

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

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

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

**Appendix 1 to AD 2020-13-02**

Report the following information by email to [aw109.mbx.aw@leonardocompany.com](mailto:aw109.mbx.aw@leonardocompany.com). (Leonardo Helicopters Emergency Alert Service Bulletin No. 119-100, dated August 7, 2019.)

(1) Date of Inspection:

(2) Helicopter Model and Serial Number:

(3) Total hours time-in-service (TIS) on the aircraft:

(4) Total hours TIS on the T/R duplex bearing:

(5) Total hours TIS since last overhaul of the T/R gearbox assembly:

(6) Describe in detail any information and findings and, if possible, provide photos.

Issued on June 10, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-13440 Filed 6-22-20; 8:45 am]



**2020-13-03 XtremeAir GmbH Airplanes:** Amendment 39-21148; Docket No. FAA-2020-0568; Project Identifier MCAI-2020-00505-A.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective July 15, 2020.

**(b) Affected ADs**

This AD replaces AD 2018-07-15, Amendment 39-19246 (83 FR 15036, April 9, 2018).

**(c) Applicability**

This AD applies to XtremeAir GmbH Model XA42 airplanes, all serial numbers, certificated in any category.

**(d) Subject**

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

**(e) Reason**

This AD was prompted by mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and address an unsafe condition on an aviation product. The MCAI describes the unsafe condition as cracking of the diagonal struts of the engine mount frame. The FAA is issuing this AD to prevent the in-flight detachment of the engine, which could result in loss of control of the airplane.

**(f) Actions and Compliance**

For airplanes with an engine mount part number (P/N) XA42-7120-151 installed, unless already done, do the following actions in paragraphs (f)(1) and (2) of this AD.

(1) Before the next acrobatic flight after July 15, 2020 (the effective date of this AD) or before the engine mount accumulates 50 hours time-in-service (TIS), whichever occurs later, and thereafter at intervals not to exceed 10 acrobatic flights, visually inspect the junction of the left-hand and right-hand diagonal struts of the engine mount, forward of the oil cooler, for cracks in the area shown in the photographs in XtremeAir GmbH Mandatory Service Bulletin SB-XA42-2019-008, Issue B.00, dated December 4, 2019. For purposes of this AD, an acrobatic flight is counted for each flight during which a load factor of 6g is exceeded.

(i) If there is a crack, before further flight, replace the engine mount with an airworthy engine mount with zero hours TIS, an engine mount that has passed the inspection required by this AD, or an engine mount that is not P/N XA42-7120-151.

(ii) After completing the initial inspection, begin or continue to count the acrobatic flights and record in the maintenance records.

(2) As of July 15, 2020 (the effective date of this AD), do not install on the airplane an engine mount P/N XA42-7120-151 unless it is an airworthy engine mount with zero hours TIS or is an engine mount that has passed the inspection required by this AD.

**(g) Installation Prohibition**

For airplanes without engine mount P/N XA42-7120-151 installed, as of July 15, 2020 (the effective date of this AD), do not install engine mount P/N XA42-7120-151.

**(h) 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, Policy and Innovation Division, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4165; fax: (816) 329-4090; email: jim.rutherford@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

**(i) Special Flight Permit**

Special flight permits are prohibited.

**(j) Related Information**

Refer to MCAI European Union Aviation Safety Agency AD No. 2019-0239R1, dated December 18, 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-2020-0568.

**(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) XtremeAir GmbH Mandatory Service Bulletin SB-XA42-2019-008, Issue B.00, dated December 4, 2019.

(ii) [Reserved]

(3) For XtremeAir GmbH service information identified in this AD, contact XtremeAir GmbH, Harzstrasse 2, Am Flughafen Cochstedt, D-39444 Hecklingen, Germany; phone: +49 39267 60999 0; fax: +49 39267 60999 20; email: info@xtremeair.de; internet: <https://www.xtremeair.com>.

(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-2020-0568.

(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 10, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

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