

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

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

BIWEEKLY 2020-25

11/23/2020 - 12/6/2020



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-

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2020-16-04 2020-16-05 2020-16-09 2020-17-05	R 2009-25-09	Pacific Aerospace Limited Blanik Aircraft CZ s.r.o. Airbus Helicopters Airbus Helicopters Deutschland GmbH	H2, PC-6/B2-H4, PC-6/C-H2, PC-6/C1-H2, PC-6-H1, and PC-6-H2 750XL L 23 Super-Blanik SA330J MBB-BK 117 D-2
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Biweekly 2020-18

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

Biweekly 2020-19

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

Biweekly 2020-20

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

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Biweekly 2020-21

2020-18-01		Textron Aviation Inc.	172N, 172P, 172Q, 172RG, F172N, F172P FR172K, R172K, 182E, 182F, 182G, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, 182R, T182, F182P, F182Q, FR182, R182, TR182, 206, P206, P206A, P206B, P206C, P206D, P206E, TP206A, TP206B, TP206C, TP206D, TP206E, U206, U206A, U206B, U206C, U206D, U206E, U206F, U206G, TU206A, TU206B, TU206C, TU206D, TU206E, TU206F, TU206G, 207, 207A, T207, T207A, 210-5A (205), 210-5A (205A), 210B, 210C, 210D, 210E, 210F, T210F
2020-18-11		Airbus Helicopters Deutschland GmbH	MBB-BK 117 A-3, MBB-BK 117 A-4, MBB-BK 117 B-1, MBB-BK 117 B-2, and MBB-BK 117 C-1
2020-19-06		McCauley Propeller Systems	Governors
2020-19-10		Piaggio Aero Industries S.p.A.	P-180
2020-20-02		Leonardo S.p.a.	A109E, A109S, and AW109SP
2020-20-03		Airbus Helicopters	AS350B2
2020-20-14		Airbus Helicopters	SA-365N, SA-365N1, AS-365N2, AS 365 N3, EC 155B, EC155B1, AS350B3, AS355F, AS355F1, AS355F2, AS355N, AS355NP, EC130B4, and EC130T2
2020-21-01		Airbus Helicopters	AS-365N2, AS 365N3, EC 155B, EC155B1, and SA-365N1

Biweekly 2020-22

2020-21-21		Leonardo S.p.a.	A109E, A109S, A119, AW109SP, and AW119MKII
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Biweekly 2020-23

2020-20-08		Airbus Helicopters	AS332C, AS332C1, AS332L, AS332L1, AS332L2, and EC225LP
2020-21-12		Pilatus Aircraft Ltd	PC-24
2020-21-15		Airbus Helicopters	AS-365N2, AS 365 N3, EC 155B, EC155B1, and SA-365N1
2020-21-22		Textron Aviation Inc.	180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J, 180K, 182, 182A, 182B, 182C, 182D, 185, 185A, 185B, 185C, 185D, 185E, A185E, and A185F
2020-21-23		Pilatus Aircraft Ltd.	PC-12, PC-12/45, PC-12/47, and PC-12/47E
2020-22-01		Airbus Helicopters	AS332C, AS332C1, AS332L, and AS332L1
2020-22-04		Airbus Helicopters Deutschland GmbH	EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T3, and EC635T2+
2020-22-05		Pilatus Aircraft Ltd.	PC-12/47E
2020-22-07		Bell Textron Inc.	412, 412CF, and 412EP
2020-22-12		Polskie Zaklady Lotnicze Sp. z o.o	PZL M28 05
2020-22-13		Airbus Helicopters	AS332C1 and AS332L1
2020-22-14	R 2018-07-16	Austro Engine GmbH	E4 and E4P
2020-22-17		Pilatus Aircraft Ltd.	PC-24
2020-22-19		Various Restricted Category Helicopters	EH-60A, HH-60L, S-70, S-70A, S-70C, S-70C(M), S-70C(M1), and UH-60A
2020-22-20		Airbus Helicopters	AS350B, AS350B1, AS350B2, AS350B3, AS350BA, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP, EC130B4, and EC130T2
2020-23-01		GE Aviation Czech s.r.o	M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, M601F, H75-200, H80-100, H80-200, and H85-200

Biweekly 2020-24

2020-22-17		Pilatus Aircraft Ltd.	PC-24
2020-22-20		Airbus Helicopters	AS350B, AS350B1, AS350B2, AS350B3, AS350BA, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP, EC130B4, and EC130T2
2020-23-01		GE Aviation Czech s.r.o	M601D-11, M601E-11, M601E-11A, M601E-11AS, M601E-11S, M601F, H75-200, H80-100, H80-200, and H85-200
2020-23-02		Airbus Helicopters	EC225LP

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2020-23-05	R 2018-08-01	Airbus Helicopters	EC225LP
2020-23-06		Airbus Helicopters	AS332C, AS332C1, AS332L, and AS332L1
2020-23-07		Leonardo S.p.a.	AB139 and AW139
2020-23-09		Airbus Helicopters	EC130B4

Biweekly 2020-25

2020-23-03	R 2017-09-05	Airbus Helicopters	AS332C, AS332C1, AS332L, AS332L1, AS332L2, and EC225LP
2020-24-01		Pilatus Aircraft Ltd.	PC-24
2020-24-03		Airbus Helicopters	AS350B, AS350BA, AS350B1, AS350B2, AS350D, AS355E, AS355F, AS355F1, and AS355F2
2020-24-05		Piper Aircraft, Inc.	PA-28-140, PA-28-150 and PA-28-160; PA-28-180, PA-28-235, PA-32-260, PA-32-300
2020-24-06	R 2019-08-13	Textron Aviation, Inc.	525, 525A, and 525B
2020-24-09		Piper Aircraft, Inc.	PA-34-220T



2020-23-03 Airbus Helicopters: Amendment 39-21319; Docket No. FAA-2018-0893; Product Identifier 2018-SW-032-AD.

(a) Applicability

This airworthiness directive (AD) applies to Airbus Helicopters Model AS332C, AS332C1, AS332L, AS332L1, AS332L2, and EC225LP helicopters with emergency flotation gear installed, certificated in any category, except those helicopters that have Airbus Helicopters Modification (MOD) 0728456 already installed.

(b) Unsafe Condition

This AD defines the unsafe condition as failure of a rear upper screw fitting on the emergency flotation gear. This condition, if not detected and corrected, could result in failure of the emergency flotation system and subsequent capsizing of the helicopter.

(c) Affected ADs

This AD replaces AD 2017-09-05, Amendment 39-18867 (82 FR 21913, May 11, 2017).

(d) Effective Date

This AD becomes effective January 4, 2021.

(e) Compliance

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

(f) Required Actions

(1) Within 15 hours time-in-service (TIS), and before each flight over water thereafter, visually check each emergency flotation gear left hand (LH) and right hand (RH) rear upper fitting to determine whether the heads of the lower screws are present. Figure 1 to paragraph (f)(1) of this AD depicts where the lower three screws (noted as B and E) are located. Check each screw for looseness by determining whether it can be rotated by hand. These actions 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.

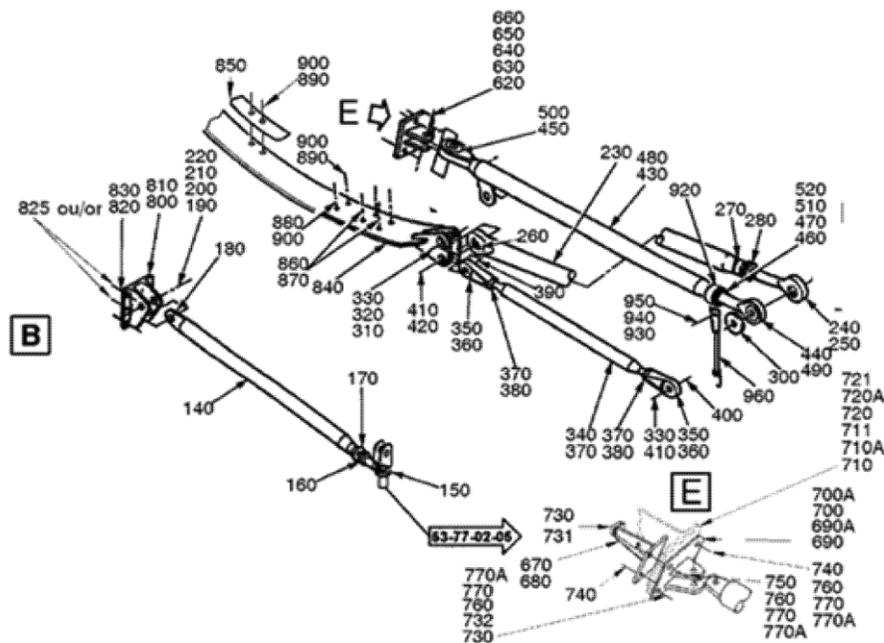
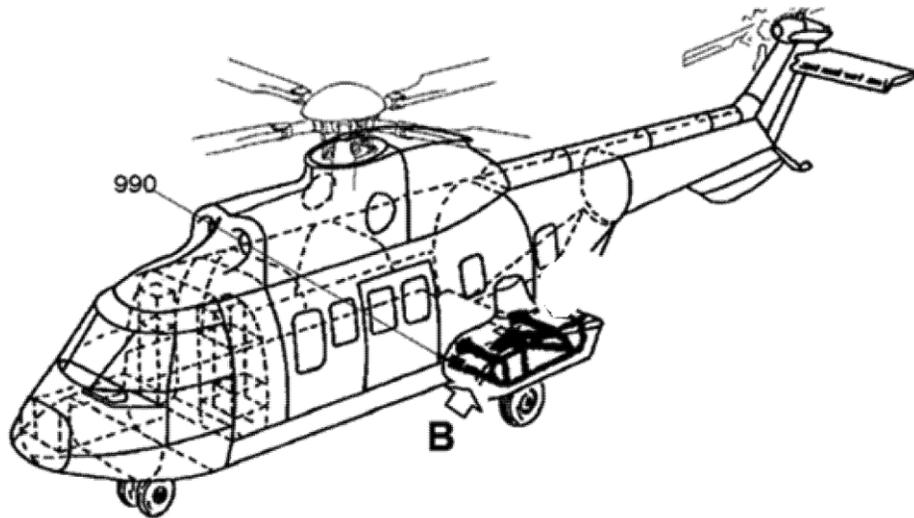


Figure 1 to Paragraph (f)(1)

(2) If a screw head is missing, or if a screw is loose, before further flight over water, install MOD 0728456 by completing paragraph (f)(3) of this AD.

(3) Within 300 hours TIS, unless required before further flight over water by paragraph (f)(2) of this AD, install MOD 0728456 by doing the following:

Note 1 to paragraph (f)(3): The installation of MOD 0728456 on the LH and RH sides is identical.

(i) Remove external fitting (a) and remove from service screws (c), (d) and (e), washers (f), and nuts (g) as shown in Figure 1, Detail A of Airbus Helicopters Alert Service Bulletin (ASB) No. AS332-25.03.43, Revision 0, dated April 4, 2018 (ASB AS332-25.03-43 Rev 0), or ASB No. EC225-

25A207, Revision 0, dated April 4, 2018 (ASB EC225-25A207 Rev 0), as applicable to your model helicopter. As an option, you may use Airbus Helicopters ASB No. AS332-25.03.43 or ASB No. EC225-25A207, each Revision 2 and dated March 21, 2019 (ASB AS332-25.03-43 Rev 2 or ASB EC225-25A207 Rev 2), as applicable to your model helicopter, instead of ASB AS332-25.03-43 Rev 0 or ASB EC225-25A207 Rev 0.

(ii) Install base washers (1) (structural side), spherical washers (2) (screw side), and screws (3) and coat with sealing compound (or similar) on the smooth surface of the nuts (5) as shown in Figure 2 of ASB AS332-25.03-43 Rev 0 or ASB EC225-25A207 Rev 0, as applicable to your model helicopter. As an option, you may use ASB AS332-25.03-43 Rev 2 or ASB EC225-25A207 Rev 2, as applicable to your model helicopter, instead of ASB AS332-25.03-43 Rev 0 or ASB EC225-25A207 Rev 0.

(iii) Inspect each washer on the external fitting (a) for contact with a weld as shown in Figure 2, Detail A of ASB AS332-25.03-43 Rev 0 or ASB EC225-25A207 Rev 0, and inspect each washer on the internal fitting for contact with the fitting radius. As an option, you may use or ASB AS332-25.03-43 Rev 2 or ASB EC225-25A207 Rev 2, as applicable to your model helicopter, instead of ASB AS332-25.03-43 Rev 0 or ASB EC225-25A207 Rev 0.

(A) If a washer on the external fitting makes contact with a weld, perform a spotfacing to the diameter of 17mm (+ 0.1/- 0.1) with a cutter root radius of 0.5mm.

(B) If a washer on the internal fitting falls in the radius of the bracket, perform a spotfacing to the diameter of 17mm (+ 0.1/- 0.1) with a cutter root radius of 0.5mm.

(iv) Torque each nut to 169-203 lbf.in (1.9-2.3 daN.m), and apply sealing compound to outer edge of the LH rear upper fitting.

(4) Completion of the requirements in paragraph in (f)(3) of this AD constitutes terminating action for the repetitive checks required in paragraph (f)(1) of this AD.

(g) Special Flight Permits

Special flight permits are prohibited for flights over water.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Rotorcraft Standards Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Matthew Fuller, AD Program Manager, Operational Safety Branch, Airworthiness Products Section, General Aviation & Rotorcraft Unit, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5110; email 9-ASW-FTW-AMOC-Requests@faa.gov.

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, 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

(1) Airbus Helicopters Emergency Alert Service Bulletin (EASB) No. 05.01.06, and EASB No. 05A047, each Revision 0 and dated December 18, 2015, and each Revision 1 and dated April 4, 2018, which are not incorporated by reference, contain 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; telephone 972-641-0000 or 800-232-0323; fax 972-641-3775; or at <https://www.airbus.com/helicopters/services/technical-support.html>. You may view a copy of the service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N-321, Fort Worth, TX 76177.

(2) The subject of this AD is addressed in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD No. 2018-0090, dated April 20, 2018. You may view the EASA AD on the internet at <https://www.regulations.gov> in Docket No. FAA-2018-0893.

(j) Subject

Joint Aircraft Service Component (JASC) Code: 3212, Emergency Flotation Section.

(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) Airbus Helicopters Alert Service Bulletin (ASB) No. AS332-25.03.43, Revision 0, dated April 4, 2018.

(ii) Airbus Helicopters ASB No. AS332-25.03.43, Revision 2, dated March 21, 2019.

(iii) Airbus Helicopters ASB No. EC225-25A207, Revision 0, dated April 4, 2018.

(iv) Airbus Helicopters ASB No. EC225-25A207, Revision 2, dated March 21, 2019.

(3) For service information identified in this AD, contact Airbus Helicopters, 2701 N Forum Drive, Grand Prairie, TX 75052; telephone 800-232-0323 or 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, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on October 27, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-25493 Filed 11-25-20; 8:45 am]



2020-24-01 Pilatus Aircraft Ltd.: Amendment 39-21331; Docket No. FAA-2020-0753; Project Identifier 2019-CE-033-AD.

(a) Effective Date

This airworthiness directive (AD) is effective December 28, 2020.

(b) Affected ADs

None.

(c) Applicability

This airworthiness directive (AD) applies to Pilatus Aircraft Ltd. Model PC-24 airplanes, serial numbers 101 through 125 inclusive, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 30: Ice and Rain Protection.

(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 overheating of the electrical wiring splices close to the right-hand pitot-static connector on frame 10. The FAA is issuing this AD to prevent overheating of the pitot and static probe electrical splices, which could lead to loss of probe heating and de-icing function or an inflight fire.

(f) Actions and Compliance

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

(1) Within 3 months after the effective date of this AD, for the pitot and static probes de-ice wiring, replace wire H279A10 with wire H279A12 and replace each electrical wiring splice part number (P/N) 971.31.32.561 with electrical wiring splice P/N 971.31.32.641 by following the Accomplishment Instructions—Aircraft, section 3.B., of Pilatus Aircraft Ltd. PC-24 Service Bulletin No. 30-002, dated April 3, 2019.

(2) After completing the requirements of paragraph (f)(1) of this AD, do not install a pitot and static probes de-ice wire H279A10 or electrical wiring splice P/N 971.31.32.561 on any airplane.

(g) Alternative Methods of Compliance (AMOCs)

The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to Doug

Rudolph, Aviation Safety Engineer, FAA, General Aviation & Rotorcraft Section, International Validation 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 Union Aviation Safety Agency AD No. 2019-0166, dated July 15, 2019. You may examine the MCAI at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-0753.

(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) Pilatus PC-24 Service Bulletin No. 30-002, dated April 3, 2019.

(ii) [Reserved]

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

(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 November 9, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-25701 Filed 11-20-20; 8:45 am]



2020-24-03 Airbus Helicopters: Amendment 39-21333; Docket No. FAA-2020-1027; Project Identifier MCAI-2020-01375-R.

(a) Applicability

This airworthiness directive (AD) applies to Airbus Helicopters Model AS350B, AS350BA, AS350B1, AS350B2, AS350D, AS355E, AS355F, AS355F1, and AS355F2 helicopters, certificated in any category, with DUNLOP cyclic stick grip manufacturer part number AC66444 with UP/DOWN switches for rescue hoist control installed.

(b) Unsafe Condition

This AD defines the unsafe condition as inadvertent activation of the rescue hoist cable cutter and consequent detachment of an external load or person from the helicopter hoist. This condition could result in personal injury or injury to persons on the ground.

(c) Effective Date

This AD becomes effective December 16, 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) Before each hoist operation, accomplish a ground test of the UP/DOWN switches for proper function. If there is any uncommanded hoist action, before further flight, remove the DUNLOP cyclic stick grip from service.

(2) Before the next hoist operation:

(i) Install a placard in full view of the pilot by following the Accomplishment Instructions, paragraph 3.B., of Airbus Helicopters Emergency Alert Service Bulletin (EASB) No. 01.00.58 or 01.00.72, each Revision 0 and dated October 1, 2020 (EASB 01.00.58 or 01.00.72), as applicable to your helicopter.

(ii) Revise the existing Rotorcraft Flight Manual (RFM) for your helicopter by inserting the Limitations page applicable to your helicopter model and version from Appendix 4.C. through L, of EASB 01.00.58 or 01.00.72. Inserting a different document with information identical to that in Appendix 4.C. through L., of EASB 01.00.58 or 01.00.72, as applicable to your helicopter model and version, is acceptable for compliance with the requirement of this paragraph.

(3) After complying with paragraph (e)(2) of this AD, each time the DUNLOP cyclic stick grip that is identified in paragraph (a) of this AD is removed from the helicopter, you may remove the placard and RFM revision that are required by paragraphs (e)(2)(i) and (ii) of this AD. Before the

DUNLOP cyclic stick grip is re-installed, you must re-install the placard and RFM revision that are required by paragraphs (e)(2)(i) and (ii) of this AD.

(4) As of the effective date of this AD, do not install a DUNLOP cyclic stick grip that is identified in paragraph (a) of this AD unless the requirements of paragraphs (e)(1) and (2) of this AD have been accomplished.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Rotorcraft Standards Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Daniel E. Moore, Aviation Safety Engineer, Regulations & Policy Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5110; email 9-ASW-FTW-AMOC-Requests@faa.gov.

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

(g) Additional Information

The subject of this AD is addressed in European Union Aviation Safety Agency (EASA) AD No. 2020-0217-E, dated October 6, 2020. You may view the EASA AD on the internet at <https://www.regulations.gov> by searching for and locating it in Docket No. FAA-2020-1027.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 6700, Rotorcraft Flight Control.

(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) Airbus Helicopters Emergency Alert Service Bulletin (EASB) No. 01.00.58, Revision 0, dated October 1, 2020.

(ii) Airbus Helicopters EASB No. 01.00.72, Revision 0, dated October 1, 2020.

Note 1 to paragraph (i)(2): Airbus Helicopters EASB Nos. 01.00.58 and 01.00.72, each Revision 0 and dated October 1, 2020, are co-published as one document.

(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, or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on November 12, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-26422 Filed 11-30-20; 8:45 am]



2020-24-05 Piper Aircraft, Inc.: Amendment 39-21335; Docket No. FAA-2017-1059; Project Identifier 2017-CE-035-AD.

(a) Effective Date

This airworthiness directive (AD) is effective December 28, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the following Piper Aircraft, Inc. model airplanes that are certificated in any category:

Table 1 to paragraph (c) of this AD – Affected Models and Serial Numbers

Model	Serial Numbers
PA-28-140	28-20001 through 28-26946, and 28-7125001 through 28-7725290
PA-28-150 and PA-28-160	28-1 through 28-4377, and 28-1760A
PA-28-180	28-671 through 28-5859, 28-7105001 through 28-7205318, and 28-7305001 through 28-7505261
PA-28-235	28-10001 through 28-11378, 28-7110001 through 28-7710089, and 28E-11
PA-32-260	32-04, 32-1 through 32-1297, and 32-7100001 through 32-7800008
PA-32-300	32-15, 32-21, 32-40000 through 32-40974, and 32-7140001 through 32-7840222

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 5711, Wing Spar.

(e) Unsafe Condition

This AD was prompted by reports of corrosion found in an area of the main wing spar not easily accessible for inspection. The FAA is issuing this AD to detect and correct corrosion in the wing root area of the left and the right main wing spars. Corrosion of the main wing spar, if not detected and corrected, could cause the main wing spar to fail with consequent loss of control of the airplane.

(f) Compliance

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

(g) Inspect the Left and Right Main Wing Spars for Corrosion

Within the next 100 hours time-in-service (TIS) after the effective date of this AD or within the next 12 months after the effective date of this AD, whichever occurs first, and thereafter at intervals not to exceed 7 years, inspect the forward and aft surfaces of the left and right main wing spars between wing station (WS) 24.24 and WS 49.25 for corrosion as follows.

(1) Gain visual access to the inspection area by complying with either paragraph (g)(1)(i), (ii), (iii), or (iv) of this AD.

Note 1 to paragraph (g)(1) of this AD: Step 1 and figure 1 in Part I Wing Spar Inspection of Piper Aircraft, Inc. Service Bulletin No. 1304A, August 14, 2018 (Piper SB No. 1304A), contain instructions you may use for identifying the inspection area and determining if wing access panels have been installed.

(i) Remove existing wing inspection access panels and fairings.

(ii) Install Inspection Access Hole Kit part number 765-106V, and then remove the wing inspection access panels and fairings.

(iii) Access the inspection area during concurrent maintenance such as a wing tank removal, wing removal, or wing skin repair.

(iv) Use a lighted borescope capable of 10X or higher power magnification display through existing access points (e.g., wing root fairing, landing gear panels, internal lightening holes, or other access points depending on model).

(2) Identify the wing spar configuration for your airplane in accordance with table 1 and figure 2 (sheets 1 and 2) in Part I Wing Spar Inspection of Piper SB No. 1304A. Visually inspect each spar component for evidence of corrosion, including irregularities such as blisters, flakes, chips, lumps, bulging skin, and missing rivets.

Note 2 to paragraph (g)(2) of this AD: Paint coatings may mask the initial stages of corrosion, and faying surfaces, such as riveted lap joints, may hide corrosion.

(h) Corrective Actions

(1) If any evidence of corrosion is found during any inspection required by paragraph (g) of this AD, before further flight, remove the corrosion and determine whether the thickness of the component meets or exceeds the minimum thickness at all locations in accordance with table 2 and step 5 in Part I Wing Spar Inspection of Piper SB No. 1304A. If the thickness of the component at any location is less than the minimum thickness specified in table 2 of Part I Wing Spar Inspection of Piper SB No. 1304A, before further flight, repair the structure in accordance with a method approved by the Manager, Atlanta ACO Branch, FAA. For a repair method to be approved by the Manager, Atlanta ACO Branch, as required by this paragraph, the Manager's approval letter must specifically refer to this AD.

(2) If corrosion preventative compound was removed as part of any inspection required by paragraph (g) of this AD, before further flight, apply corrosion preventative compound by following step 1 in Part III Return to Service of Piper SB No. 1304A.

(i) Credit for Actions Done Following Previous Service Information

This paragraph provides credit for the initial inspection and application of corrosion preventative compound required by paragraphs (g) and (h)(2) of this AD if you performed the inspection before the effective date of this AD using Piper Aircraft, Inc. Service Bulletin No. 1304, dated August 23, 2017, and no evidence of corrosion was found.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Atlanta 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) 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.

(3) For service information that contains steps that are labeled as required for Compliance (RC), the following provisions apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

(ii) Steps not labeled as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

(k) Related Information

For more information about this AD, contact Dan McCully, Aerospace Engineer, FAA, Atlanta ACO Branch, 1701 Columbia Avenue, College Park, Georgia 30337; telephone: (404) 474-5548; fax: (404) 474-5606; email: william.mccully@faa.gov.

(l) 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) Piper Aircraft, Inc. Service Bulletin No. 1304A, August 14, 2018.

(ii) [Reserved]

(3) For Piper Aircraft, Inc. service information identified in this AD, contact Piper Aircraft, Inc., 2926 Piper Drive, Vero Beach, Florida 32960; telephone: (772) 567-4361; internet: <https://www.piper.com>.

(4) You may view this service information at 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.

(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: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on November 13, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-25690 Filed 11-20-20; 8:45 am]



FAA
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AIRWORTHINESS DIRECTIVE

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

2020-24-06 Textron Aviation, Inc., (Type Certificate Previously Held by Cessna Aircraft Company): Amendment 39-21336; Docket No. FAA-2020-0493; Project Identifier 2019-CE-046-AD.

(a) Effective Date

This airworthiness directive (AD) is effective December 28, 2020.

(b) Affected ADs

This AD replaces AD 2019-08-13, Amendment 39-19634 (84 FR 24007, May 24, 2019) (AD 2019-08-13).

(c) Applicability

This AD applies to Textron Aviation, Inc. (type certificate previously held by Cessna Aircraft Company) Models 525, 525A, and 525B airplanes, certificated in any category, with Tamarack active load alleviation system (ATLAS) winglets installed in accordance with Supplemental Type Certificate SA03842NY.

(d) Subject

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

(e) Reason

This AD was prompted by mandatory continuing airworthiness information (MCAI) issued by the aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as malfunction of the ATLAS, which could cause difficulty for the pilot to recover the airplane to safe flight. The FAA is issuing this AD to prevent malfunction of the ATLAS and to ensure the Tamarack Active Camber Surface (TACS) remains in a faired position in the case of inadvertent power loss to the ATLAS, which could lead to loss of control of the airplane.

(f) Compliance

Unless already done, do the following actions in paragraphs (g) and (h) of this AD.

(g) Modifications

Before further flight after the effective date of this AD, do the following corrective actions:

(1) Determine whether the serial number of the TACS control unit (TCU) assembly is listed in table 7.8. of Cranfield Aerospace Solutions Limited (Cranfield) Service Bulletin CAS/SB1480, Issue A, dated July 2019 (Cranfield CAS/SB1480, Issue A). If the serial number of the TCU assembly is

not listed in table 7.8., replace the TCU assembly with a TCU assembly that has a part number listed in section 5 and a serial number listed in table 7.8 of Cranfield CAS/SB1480, Issue A.

(2) Determine whether centering strips have been installed on the trailing edge of the TACS by following step 7.4. of Cranfield CAS/SB1480, Issue A. If the trailing edge of the TCAS does not have centering strips, install Cranfield modification CAeM/Cessna/1475.

(h) Revision to the Maintenance Manual Supplement

(1) Before further flight after the effective date of this AD, revise the Airworthiness Limitations section (ALS) and Instructions for Continued Airworthiness for your airplane by adding the updates in Tamarack Aerospace Group Cessna 525, 525A & 525B ATLAS Winglet Maintenance Manual Supplement, Report Number: TAG-1100-0101, Issue G, dated September 3, 2019.

(2) Thereafter, except as provided in paragraph (i) of this AD, no alternative inspection intervals may be approved for the centering strips. Inserting a later issue of the ALS with language identical to that contained in Issue G for the centering strips is acceptable for compliance with the requirements of this paragraph.

(3) The airplane flight manual revision and placard required by AD 2019-08-13, if installed, may be removed after completing the modifications required by paragraph (g) of this AD.

(i) Alternative Methods of Compliance (AMOCs)

The Manager, New York ACO 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: Program Manager, Continued Operational Safety FAA, New York ACO Branch, 1600 Stewart Avenue, Suite 410, Westbury, New York 11590; telephone: (516) 287-7321; fax: (516) 794-5531; email: 9-avs-nyaco-cos@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 European Union Aviation Safety Agency (EASA) AD No. 2019-0086R1, dated August 9, 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-2020-0493.

(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) Cranfield Aerospace Solutions Limited Service Bulletin CAS/SB1480, Issue A, dated July 2019.

(ii) Tamarack Aerospace Group Cessna 525, 525A, & 525B ATLAS Winglet Maintenance Manual Supplement, Report Number: TAG-1100-0101, Issue G, dated September 3, 2019.

(3) For Cranfield Aerospace Solutions Limited and Tamarack Aerospace Group service information identified in this AD, contact Tamarack Aerospace Group, Inc. 2021 Industrial Drive, Sandpoint, Idaho 83864; telephone: (208) 255-4400; email: support@tamarackaero.com; internet: <https://tamarackaero.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.

(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 November 13, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-25689 Filed 11-20-20; 8:45 am]



2020-24-09 Piper Aircraft, Inc.: Amendment 39-21339; Docket No. FAA-2020-0712; Product Identifier 2019-CE-013-AD.

(a) Effective Date

This airworthiness directive (AD) is effective January 5, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Piper Aircraft, Inc., Model PA-34-220T airplanes, serial numbers 3449459 and 3449467 through 3449508, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 27. Flight Controls.

(e) Unsafe Condition

This AD was prompted by a report of damage to the rudder flight control cables and the emergency power supply (EPS) system wiring due to inadequate clearance from the EPS wiring harness. The FAA is issuing this AD to detect, correct, and prevent damaged rudder flight control cables and EPS system wiring. The unsafe condition, if not addressed, could result in electrical arcing between the EPS and the rudder flight control cables with consequent failure of the rudder flight control system. This failure could cause loss of yaw control and lead to loss of control of the airplane during an engine out condition/operation.

(f) Compliance

Unless already done, comply with this AD within 50 hours time-in-service after the effective date of this AD or within 6 months after the effective date of this AD, whichever occurs first.

(g) Inspect, Replace, and Relocate

(1) Inspect the rudder flight control cables and the EPS wiring for chafing and damage by following step 3 of the Instructions in Piper Service Bulletin No. 1337, dated February 15, 2019 (Piper SB No. 1337). If there is any chafing or damage, before further flight, replace the rudder flight control cable and EPS wiring.

(2) Relocate the EPS wiring harness by following steps 4 through 12 of the Instructions in Piper SB No. 1337.

(h) Alternative Methods of Compliance (AMOCs)

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

(3) For service information that contains steps that are labeled as Required for Compliance (RC), the following provisions apply.

(i) The steps labeled as RC, including substeps under an RC step and any figures identified in an RC step, must be done to comply with the AD. An AMOC is required for any deviations to RC steps, including substeps and identified figures.

(ii) Steps not labeled as RC may be deviated from using accepted methods in accordance with the operator's maintenance or inspection program without obtaining approval of an AMOC, provided the RC steps, including substeps and identified figures, can still be done as specified, and the airplane can be put back in an airworthy condition.

(i) Related Information

For more information about this AD, contact Bryan Long, Aerospace Engineer, Atlanta ACO Branch, FAA, 1701 Columbia Avenue, College Park, Georgia 30337; phone: (404) 474-5578; fax: (404) 474-5606; email: bryan.long@faa.gov.

(j) Material Incorporated by Reference

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

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

(i) Piper Service Bulletin No. 1337, dated February 15, 2019.

(ii) [Reserved]

(3) For the service information identified in this AD, contact Piper Aircraft, Inc., 2916 Piper Drive, Vero Beach, Florida 32960; telephone: (772) 567-4361; email: customer.service@piper.com; internet: <https://www.piper.com>.

(4) You may view this service information at 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.

(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 November 17, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-26473 Filed 11-30-20; 8:45 am]