

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

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

BIWEEKLY 2020-21

9/28/2020 - 10/11/2020



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



FAA
Aviation Safety

AIRWORTHINESS DIRECTIVE

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

2020-18-01 Textron Aviation Inc.: Amendment 39-21222; Docket No. FAA 2018-0049; Product Identifier 2017-CE-031-AD.

(a) Effective Date

This AD is effective November 12, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the following Textron Aviation Inc. (type certificate previously held by Cessna Aircraft Company) model airplanes, certificated in any category:

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

Model	Serial Numbers
172N	17272885 through 17274009 inclusive
172P	All serial numbers
172Q	17275869, 17275927 through 17275934 inclusive, 17275952, 17275959, 17275960, 17275962, 17275964, 17275965, 17275967, 17275968, 17275969, 17275971, 17275992, 17275999, 17276002, 17276005, 17276029, 17276032, 17276042, 17276045, 17276051, 17276052, 17276054, 17276101, 17276109, 17276140, 17276147, 17276188, and 17276211
172RG	All serial numbers
F172N	F17201910 through F17202039 inclusive
F172P	All serial numbers
FR172K	FR17200656 through FR17200675 inclusive
R172K	R1723200 through R1723454 inclusive
182E	All serial numbers
182F	All serial numbers
182G	All serial numbers
182H	All serial numbers
182J	All serial numbers
182K	All serial numbers
182L	All serial numbers
182M	All serial numbers
182N	All serial numbers
182P	All serial numbers
182Q	All serial numbers
182R	All serial numbers
T182	All serial numbers
F182P	All serial numbers
F182Q	All serial numbers
FR182	All serial numbers
R182	R18200002 through R18200583 inclusive
R182 and TR182	R18200001 and R18200584 through R18202039 inclusive
206	All serial numbers
P206, P206A, P206B, P206C, P206D, P206E, TP206A, TP206B, TP206C, TP206D, and TP206E	All serial numbers

Model	Serial Numbers
U206, U206A, U206B, U206C, U206D, U206E, U206F, U206G, TU206A, TU206B, TU206C, TU206D, TU206E, TU206F, and TU206G	All serial numbers
207, 207A, T207, and T207A	All serial numbers
210-5 (205)	All serial numbers
210-5A (205A)	All serial numbers
210B	All serial numbers
210C	All serial numbers
210D	All serial numbers
210E	All serial numbers
210F	All serial numbers
T210F	All serial numbers

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 53, Fuselage.

(e) Unsafe Condition

This AD was prompted by a report of cracks found in the lower area of the forward cabin doorpost bulkhead. The FAA is issuing this AD to detect and address cracking of the wing strut attach point. The unsafe condition, if not addressed, could result in failure of the wing in operation, which could result in loss of control of the airplane.

(f) Compliance

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

(g) Initial Inspections

(1) For airplanes without a lower forward doorpost bulkhead and wing strut fitting reinforcement service kit (service kit) installed in accordance with Cessna Single Engine Service Bulletin SEB95-19, dated December 29, 1995 (SEB95-19), or Cessna Single Engine Service Bulletin SEB93-5, Revision 2, dated May 29, 2019 (SEB93-5R2): At the applicable compliance time specified in paragraph (g)(1)(i) or (ii) of this AD, do a visual inspection of the lower forward doorpost at the strut attach fitting for cracks in accordance with steps 1.A., 1.B., 1.C., and 1.B. (the step following step 1.C.) of the Accomplishment Instructions in SEB95-19; or steps 1.A. and 1.B. of the Accomplishment Instructions in SEB93-5R2; as applicable to your model airplane.

(i) For airplanes that have accumulated less than 4,000 hours time-in-service (TIS) as of the effective date of this AD: Initially inspect prior to the accumulation of 4,000 hours TIS or within the next 200 hours TIS after the effective date of this AD, whichever occurs later.

(ii) For airplanes that have accumulated 4,000 or more hours TIS as of the effective date of this AD: Initially inspect within 200 hours TIS after the effective date of this AD or within 12 calendar months after the effective date of this AD, whichever occurs first.

(2) For airplanes with a service kit installed in accordance with SEB95-19 or SEB93-5R2: At the later of the times specified in paragraphs (g)(2)(i) and (ii) of this AD, do a visual inspection of the lower forward doorpost at the strut attach fitting for cracks in accordance with steps 1.A., 1.B., 1.C., and 1.B. (the step following step 1.C.) of the Accomplishment Instructions in SEB95-19; or steps 1.A. and 1.B. of the Accomplishment Instructions in SEB93-5R2; as applicable to your model airplane. Do not remove the installed service kit; instead, inspect for cracking that extends beyond the modified parts.

(i) At the applicable time specified in paragraph (g)(1)(i) or (ii) of this AD.

(ii) Within 1,000 hours TIS or 36 calendar months, whichever occurs first, since installing the service kit.

(h) Repetitive Inspections

(1) If no cracks are found during the initial inspection required by paragraph (g)(1) or (2) of this AD, thereafter repeat the inspection at intervals not to exceed 36 calendar months or 1,000 hours TIS, whichever occurs first from the last inspection, as long as no cracks are found.

(2) If cracks are found during any inspection required by paragraph (g)(1) or (h)(1) of this AD, do the inspection specified in paragraph (g)(2) of this AD within 36 calendar months or 1,000 hours TIS, whichever occurs first after installing the service kit required by paragraph (i)(1) of this AD. Thereafter, repeat the inspection at intervals not to exceed 36 calendar months or 1,000 hours TIS, whichever occurs first from the last inspection, as long as no additional cracks are found.

(i) Corrective Actions

(1) If cracks are found during any inspection required by paragraph (g)(1) or paragraph (h)(1) of this AD, before further flight, install a service kit in accordance with step 1.D. of the Accomplishment Instructions in SEB95-19; or step 1.C. of the Accomplishment Instructions in SEB93-5R2; as applicable to your model airplane.

(2) If cracks are found during any inspection required by paragraph (g)(2) or (h)(2) of this AD, before further flight, repair the area using a method approved by the Manager, Wichita ACO Branch, FAA. For a repair method to be approved by the Manager, Wichita ACO Branch as required by this paragraph, the Manager's approval letter must specifically refer to this AD. You may use the contact information in paragraph (n)(1) of this AD to obtain FAA approval of your repair method.

(j) Reporting Requirement

Within 30 days after the effective date of this AD, or within 30 days after completing the initial inspection required by paragraph (g) of this AD, whichever occurs later, report the findings of the initial inspection (regardless if cracks were found or not) to the FAA at Wichita-COS@faa.gov. Thereafter, within 30 days after completing each repetitive inspection required by paragraph (h) of this AD, if any crack was found, report the crack findings to the FAA at Wichita-COS@faa.gov. Include in your reports the following information:

(1) Name and address of the owner;

(2) Date of the inspection;

(3) Name, address, telephone number, and email address of the person submitting the report;

(4) Airplane serial number and total hours TIS on the airplane at the time of the inspection; and

(5) If any crack was found during the inspection, provide detailed crack information as specified

below:

(i) A sketch or picture detailing the crack location;

(ii) Measured length of the crack(s) found;

(iii) Installation of a Cessna service kit or any other kit or repair before the inspection; and

(iv) Installation of any supplemental type certificates (STCs), alterations, repairs, or field approvals affecting the area of concern or affecting gross weight.

(k) Credit for Previous Actions

(1) You may take credit for the initial inspection required by paragraph (g) of this AD if you performed the inspection before the effective date of this AD using Cessna Single Engine Service Bulletin SEB93-5, dated March 26, 1993; or Cessna Single Engine Service Bulletin SEB93-5, Revision 1, dated September 8, 1995.

(2) You may take credit for the installation required by paragraph (i)(1) of this AD as follows.

(i) For Model 207, T207, 207A, and T207A airplanes with a service kit installed using SK206-42, SK206-42A, SK206-42B, or SK206-42C: You may take credit for the installation if done before the effective date of this AD using Cessna Single Engine Service Bulletin SEB93-5, dated March 26, 1993, or Cessna Single Engine Service Bulletin SEB93-5, Revision 1, dated September 8, 1995; if the reinforcement of the lower forward doorpost bulkhead and wing strut fitting specified in Cessna Single Engine Service Kit SK207-19A, dated May 29, 2019, is also accomplished within 200 hours TIS after the effective date of this AD.

(ii) For all other models: You may take credit for the installation if done before the effective date of this AD using Cessna Single Engine Service Bulletin SEB93-5, dated March 26, 1993; or Cessna Single Engine Service Bulletin SEB93-5, Revision 1, dated September 8, 1995.

(l) Paperwork Reduction Act Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 1 hour per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

(m) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Wichita 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 (n)(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.

(n) Related Information

(1) For more information about this AD, contact Bobbie Kroetch, Aerospace Engineer, Wichita ACO Branch, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4155; fax: (316) 946-4107; email: bobbie.kroetch@faa.gov or Wichita-COS@faa.gov.

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

(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 the AD specifies otherwise.

(i) Cessna Single Engine Service Bulletin SEB93-5, Revision 2, dated May 29, 2019.

(ii) Cessna Single Engine Service Bulletin SEB95-19, dated December 29, 1995.

(3) For service information identified in this AD, contact Textron Aviation Inc., Textron Aviation Customer Service, One Cessna Blvd., Wichita, Kansas 67215; telephone: (316) 517-5800; email: customercare@txtav.com; internet: <https://support.cessna.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 August 24, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-22039 Filed 10-6-20; 8:45 am]



FAA
Aviation Safety

AIRWORTHINESS DIRECTIVE

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

2020-18-11 Airbus Helicopters Deutschland GmbH: Amendment 39-21232; Docket No. FAA-2015-3941; Product Identifier 2015-SW-052-AD.

(a) Effective Date

This AD is effective November 10, 2020.

(b) Applicability

This AD applies to Airbus Helicopters Deutschland GmbH Model 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 helicopters, certificated in any category.

(c) Unsafe Condition

This AD defines the unsafe condition as the presence of sealant on a sliding door (door). This condition could result in the door failing to jettison, preventing helicopter occupants from exiting the helicopter during an emergency.

(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 after the effective date of this AD:

(i) For helicopters with adhesive seal part number (P/N) 117-800201.01 installed on an exterior or interior door, remove adhesive seal P/N 117-800201.01 from the interior and exterior of each door, remove any adhesive using solvent (CM 202 or equivalent) and remove any grease using methyl ethyl ketone (CM 217 or equivalent), and install adhesive seal P/N 117-800201.02. Refer to Figures 1 through 4 of Airbus Helicopters Alert Service Bulletin MBB-BK117-20A-114, Revision 2, dated March 30, 2016 (ASB MBB-BK117-20A-114) for a depiction of the seal installation areas.

(ii) For helicopters without adhesive seal P/N 117-800201.01 installed, clean the seal installation areas using solvent (CM 202 or equivalent), remove any grease using methyl ethyl ketone (CM 217 or equivalent), and install adhesive seal P/N 117-800201.02. Refer to Figures 1 through 4 of ASB MBB-BK117-20A-114 for a depiction of the seal installation areas.

(iii) Revise the Normal Procedures section, Preflight Exterior Check, under both "Fuselage-right side" and "Fuselage-left side" of the existing Rotorcraft Flight Manual for your helicopter by adding the information in Figure 1 to paragraph (e)(1)(iii) of this AD or by adding the information for "Jettisonable sliding door installed, after ASB-BK117-20A-114" of the following as applicable for your helicopter: MBB Helicopters Flight Manual MBB-BK117 A-3, Revision 17.1, MBB Helicopters Flight Manual MBB-BK117 A-4, Revision 16.1, MBB Helicopters Flight Manual MBB-BK117 B-1, Revision 20.1, Eurocopter Flight Manual BK117 B-2, Revision 21.2, or Eurocopter Flight Manual

BK117 C-1, Revision 30.1, each dated March 25, 2015. Using a different document with information identical to the information for the “Jettisonable sliding door installed, after ASB-BK117-20A-114” procedures in the Flight Manual revision specified in this paragraph for your helicopter is acceptable for compliance with the requirements of this paragraph. This action may be performed by the owner/operator (pilot) holding at least a private pilot certificate and must be entered into the aircraft records showing compliance with this AD in accordance with § 43.9(a)(1) through (4) and § 91.417(a)(2)(v). The record must be maintained as required by § 91.417, § 121.380, or § 135.439.

If jettisonable sliding door is installed per ASB-BK117-20A-114, check the condition of the stretch seal strips on exterior and interior jettisoning handles.

Figure 1 to Paragraph (e)(1)(iii)

(2) After the effective date of this AD, do not install adhesive seal P/N 117-800201.01 on any helicopter door.

(f) Alternative Methods of Compliance (AMOCs)

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

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

(g) Additional Information

The subject of this AD is addressed in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD 2015-0163R1, dated April 27, 2016. You may view the EASA AD on the internet at <https://www.regulations.gov> in Docket No. FAA-2015-3941.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 5220, Emergency Exits.

(i) Material Incorporated by Reference

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

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

(i) Airbus Helicopters Alert Service Bulletin MBB-BK117-20A-114, Revision 2, dated March 30, 2016.

(ii) Section 4–Normal Procedures, of MBB Helicopters Flight Manual MBB-BK117 A-3, Revision 17.1, dated March 25, 2015.

(iii) Section 4–Normal Procedures, of MBB Helicopters Flight Manual MBB-BK117 A-4, Revision 16.1, dated March 25, 2015.

(iv) Section 4–Normal Procedures, of MBB Helicopters Flight Manual MBB-BK117 B-1, Revision 20.1, dated March 25, 2015.

(v) Section 4—Normal Procedures, of Eurocopter Flight Manual BK117 B-2, Revision 21.2, dated March 25, 2015.

(vi) Section 4—Normal Procedures, of Eurocopter Flight Manual BK117 C-1, Revision 30.1, dated March 25, 2015.

(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 August 26, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-21998 Filed 10-5-20; 8:45 am]



2020-19-06 McCauley Propeller Systems: Amendment 39-21248; Docket No. FAA-2020-0320; Project Identifier 2019-CE-011-AD.

(a) Effective Date

This AD is effective November 3, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to the McCauley Propeller Systems (McCauley) governors specified in paragraph (c)(1) or (2) of this AD and installed on airplanes, certificated in any category.

(1) Models listed in table 2 of McCauley Alert Service Bulletin No. ASB273C, dated January 30, 2019 (McCauley ASB273C) with a serial number from 170061 through 180501, excluding the serial numbers listed in table 1 of McCauley ASB273C; or

(2) Models listed in table 2 of McCauley ASB273C, with any serial number, that have an installation date after January 31, 2017, or an installation date that cannot be determined.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 61, Propellers.

(e) Unsafe Condition

This AD was prompted by reports of an unapproved variant idler gear bearing, McCauley part number (P/N) A-20028, installed on governors. All models of McCauley governors have a bearing with P/N A-20028 installed; however, the unapproved variant can be identified with the part marking "BA 59." The FAA is issuing this AD to prevent failure of the idler gear bearing. This failure could result in failure of the governor, loss of propeller pitch control, engine and propeller over speed, engine oil contamination, and loss of control of the airplane.

(f) Compliance

Unless already done, within 50 hours time-in-service after the effective date of this AD or within 24 months after the effective date of this AD, whichever occurs first, replace the governor with a governor eligible for installation.

Note 1 to paragraph (f) of this AD: Any model McCauley governor that is stamped with the letter B, as specified in the Accomplishment Instructions in McCauley ASB273C, has already complied with the requirements of this AD.

(g) Definition

For the purposes of this AD, a governor eligible for installation is defined as a governor that does not have an idler gear bearing with a part marking “BA 59” installed.

(h) Parts Installation Prohibition

As of the effective date of this AD, do not install on any airplane a McCauley governor unless it is a governor eligible for installation.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Wichita 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 (j) 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.

(j) Related Information

For more information about this AD, contact Thomas Teplik, Aerospace Engineer, Wichita ACO Branch, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4196; fax: (316) 946-4107; email: thomas.teplik@faa.gov or Wichita-COS@faa.gov.

(k) 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) McCauley Alert Service Bulletin No. ASB273C, dated January 30, 2019.

(ii) [Reserved]

(3) For McCauley Propeller Systems service information identified in this AD, contact McCauley Propeller Systems, One Cessna Boulevard, P.O. Box 7704, Wichita, Kansas 67277; telephone: (800) 621-7767 or (316) 831-4021; email: productsupport@txtav.com; internet: <https://mccauley.txtav.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 September 4, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-21440 Filed 9-28-20; 8:45 am]



2020-19-10 Piaggio Aero Industries S.p.A.: Amendment 39-21253; Docket No. FAA-2019-0412; Product Identifier 2018-CE-030-AD.

(a) Effective Date

This AD is effective November 3, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Piaggio Aero Industries S.p.A. Model P-180 airplanes, certificated in any category.

(d) Subject

Air Transport Association of America (ATA) Code 32: Landing Gear.

(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 insufficient sealing of a steering select/bypass valve installed in the nose landing gear (NLG) manifold. The FAA is issuing this AD to detect and correct insufficient sealing of the steering select/bypass valve in the NLG steering manifold, which could lead to un-commanded NLG wheel turns with consequent lateral runway departure.

(f) Actions and Compliance

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

(1) For airplanes with NLG steering manifold part number (P/N) 72608 installed: (i) Within 50 hours time-in service after the effective date of this AD, do a steering manifold pressure leakage test and, if there is steering actuator movement during the test, replace the NLG steering manifold and repeat the test by following the Accomplishment Instructions, procedure steps (1) through (24), in Piaggio Aerospace Service Bulletin No. 80-0325, Revision 0, dated August 10, 2017.

(ii) If steering actuator movement occurs during procedure step (9) or procedure step (15) of the leakage test required in paragraph (f)(1)(i) of this AD, replacing the NLG steering manifold and repeating the steering manifold pressure leakage test is required before further flight.

(2) For all airplanes, after the effective date of this AD, do not install NLG steering manifold P/N 72608 on any airplane unless it has been inspected as specified in paragraph (f)(1) of this AD and no steering actuator movement occurred.

(3) For all airplanes, within 30 days after the effective date of this AD, revise the airplane flight manual (AFM) by replacing certain pages in the Emergency Procedures section of the AFM by following the Instructions in Piaggio Aerospace P.180 AVANTI II/EVO Temporary Change No. 89, dated August 30, 2017.

(g) Alternative Methods of Compliance

The Manager, International Validation Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Mike Kiesov, Aerospace Engineer, FAA, General Aviation & Rotorcraft, International Validation Branch, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4144; fax: (816) 329-4090; email: mike.kiesov@faa.gov. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(g) Related Information

Refer to MCAI European Aviation Safety Agency AD No. 2017-0229, dated November 21, 2017, for related information. You may examine the MCAI on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2019-0412.

(h) Material Incorporated by Reference

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

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

(i) Piaggio Aerospace Service Bulletin No. 80-0325, Revision 0, dated August 10, 2017 (SB 80-0325).

(ii) Piaggio Aerospace P.180 AVANTI II/EVO Temporary Change No. 89, dated August 30, 2017 (Temporary Change 89).

(3) For Piaggio Aerospace service information identified in this AD, contact Piaggio Aero Industries S.p.A, Airworthiness Office, Via Pionieri e Aviatori d'Italia snc, 16154 Genova, Italy; phone: +39 010 0998046; email: airworthiness@piaggioaerospace.it; and internet: <https://www.piaggioaerospace.it/en/customer-support>.

(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. In addition, you can access this service information on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2019-0412.

(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 September 10, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-21392 Filed 9-28-20; 8:45 am]



2020-20-02 Leonardo S.p.a.: Amendment 39-21258; Docket No. FAA-2020-0413; Product Identifier 2017-SW-018-AD.

(a) Applicability

This AD applies to Leonardo S.p.a. Model A109E, A109S, and AW109SP helicopters, certificated in any category, with a fire extinguisher bottle part number (P/N) 27300-1 installed.

Note 1 to paragraph (a): Fire extinguisher bottle P/N 27300-1 may be installed as part of fire extinguisher kit P/N 109-0811-39-103, P/N 109-0811-39-107, or P/N 109-0811-39-109.

(b) Unsafe Condition

This AD defines the unsafe condition as a crack on a fire extinguisher bottle bypass outlet assembly. This condition could result in failure of the fire extinguishing system in the event of a fire in the engine area and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective November 3, 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) and thereafter at intervals not to exceed 200 hours TIS, using a mirror and a light, inspect the weld beads of each fire extinguisher bottle bypass outlet assembly for a crack in the areas depicted in Figure 2 of Leonardo Helicopters Bollettino Tecnico (BT) No. 109EP-152, BT No. 109S-073, or BT No. 109SP-108, each dated December 15, 2016, or Alert Service Bulletin No. 109S-073 Revision A, dated November 23, 2018, as applicable to your model helicopter. Pay particular attention to each circled area. If there is a crack, before further flight, replace the fire extinguisher bottle.

(2) After the effective date of this AD, do not install a fire extinguisher bottle P/N 27300-1 on any helicopter unless it has been inspected as required by paragraph (e)(1) of this AD.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Rotorcraft Standards Branch, FAA, may approve AMOCs for this AD. Send your proposal to Eric Haight, Aviation Safety Engineer, Regulations and Policy Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5110; email9-ASW-FTW-AMOC-Requests@faa.gov.

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

(g) Additional Information

The subject of this AD is addressed in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD No. 2016-0261R1, dated February 13, 2020. You may view the EASA AD on the internet at <https://www.regulations.gov> in Docket No. FAA-2020-0413.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 2620, Extinguishing System.

(i) Material Incorporated by Reference

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

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

(i) Leonardo Helicopters Alert Service Bulletin No. 109S-073, Revision A, dated November 23, 2018.

(ii) Leonardo Helicopters Bollettino Tecnico (BT) No. 109EP-152, dated December 15, 2016.

(iii) Leonardo Helicopters BT No. 109S-073, dated December 15, 2016.

(iv) Leonardo Helicopters BT No. 109SP-108, dated December 15, 2016.

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

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

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

Issued on September 18, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-21414 Filed 9-28-20; 8:45 am]



2020-20-03 Airbus Helicopters: Amendment 39-21259; Docket No. FAA-2020-0271; Product Identifier 2017-SW-017-AD.

(a) Applicability

This AD applies to Airbus Helicopters Model AS350B2 helicopters, certificated in any category, with a main rotor RPM (NR) sensor part number 704A37614007 installed.

(b) Unsafe Condition

This AD defines the unsafe condition as loss of electrical power to the NR indicator when the emergency cutout control is activated. This condition could result in increased pilot workload and reduced helicopter control.

(c) Effective Date

This AD becomes effective November 3, 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

Before further flight, perform a ground run-up with the fuel flow control lever in the flight gate with the collective control in the down/locked position. While at flight NR speed, activate the emergency cut-out control and observe the NR indicator display value. If the NR indicator display changes or drops to zero, before further flight, do the following:

(1) Alter the NR indicator wiring as depicted in Figures 1 and 2 of Airbus Helicopters Alert Service Bulletin No. AS350-63.00.27, Revision 0, dated May 17, 2016; and,

Note 1 to paragraph (e)(1): Airbus Helicopters identifies the alteration of the wiring as Modification 350A084886.00.

(2) Conduct a continuity test to confirm correct alteration of the wiring.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Rotorcraft Standards Branch, FAA, may approve AMOCs for this AD. Send your proposal to: George Schwab, Aviation Safety Engineer, Safety Management Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5110; email9-ASW-FTW-AMOC-Requests@faa.gov.

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

(g) Additional Information

The subject of this AD is addressed in European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD No. 2016-0260, dated December 21, 2016. You may view the EASA AD on the internet at <https://www.regulations.gov> in Docket No. FAA-2020-0271.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 6340, Main Rotor Drive Indicating System.

(i) Material Incorporated by Reference

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

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

(i) Airbus Helicopters Alert Service Bulletin No. AS350-63.00.27, Revision 0, dated May 17, 2016.

(ii) [Reserved]

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

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

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

Issued on September 18, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-21415 Filed 9-28-20; 8:45 am]



2020-20-14 Airbus Helicopters: Amendment 39-21270; Docket No. FAA-2020-0856; Product Identifier 2019-SW-071-AD.

(a) Applicability

This AD applies to the following Airbus Helicopters model helicopters, certificated in any category:

(1) Model SA-365N, SA-365N1, AS-365N2, AS 365 N3, EC 155B, and EC155B1 helicopters with a main rotor (M/R) servo actuator part number (P/N) 704A44831074 (manufacturer part number (MP/N) SC8031), P/N 704A44831117 (MP/N SC8031-1), P/N 704A44831144 (MP/N SC8031-2), P/N 704A44831106 (MP/N SC8031A), P/N 704A44831097 (MP/N SC8032), P/N 704A44831118 (MP/N SC8032-1), P/N 704A44831145 (MP/N SC8032-2), P/N 704A44831127 (MP/N SC8033-1), P/N 704A44831146 (MP/N SC8033-2), P/N 704A44831128 (MP/N SC8034-1), P/N 704A44831147 (MP/N SC8034-2), P/N 704A44831149 (MP/N SC8037), or P/N 704A44831155 (MP/N SC8037-1) manufactured before July 25, 2019 or with an unknown date of manufacture, installed.

(2) Model AS350B3, AS355F, AS355F1, AS355F2, AS355N, AS355NP, EC130B4, and EC130T2 helicopters with an M/R servo actuator P/N 704A44831102 (MP/N SC8042) or P/N 704A44831103 (MP/N SC8043) manufactured before July 25, 2019 or with an unknown date of manufacture, installed.

(b) Unsafe Condition

This AD defines the unsafe condition as an uncoupled M/R servo actuator rod. This condition could result in excessive vibrations, increased loads on the flight controls, failure of the M/R servo actuator, and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective October 23, 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 30 hours time-in-service, with any sealing compound on the lower ball end fitting link removed, determine if each M/R servo actuator is correctly installed by:

(i) Inspecting the link between the lower ball end fitting (f) and the actuator rod (a) for visible threads and play between the actuator rod (a) and the punched lockwasher (b) as depicted in Figures 1 and 2 of Airbus Helicopters Emergency Alert Service Bulletin (EASB) Nos. 67.00.17, 67A016, 67.00.77, 67.00.48, or 67A021, each Revision 0 and dated July 25, 2019 (EASB 67.00.17, 67A016,

67.00.77, 67.00.48, or 67A021), as applicable to your helicopter. If there is a visible thread or play, before further flight, replace the M/R servo actuator.

(ii) Inspecting for protrusion of the threaded shouldered bushing (c) from the punched lockwasher (b) as depicted in Figure 3 of EASB 67.00.17, 67A016, 67.00.77, 67.00.48, or 67A021, as applicable to your helicopter. If there is a protrusion, before further flight, replace the M/R servo actuator.

(iii) Inspecting the alignment between the punching of the punched lockwasher (b) and the stud of the lower ball end fitting (f) as depicted in Figure 4 of EASB 67.00.17, 67A016, 67.00.77, 67.00.48, or 67A021, as applicable to your helicopter. If there is misalignment, before further flight, replace the M/R servo actuator.

(2) After accomplishing paragraph (e)(1) of this AD, before further flight, apply a slippage mark from the actuator rod (a) (excluding the chamfered part of the rod) to the nut (e), including the punched lockwasher (b) and the lockwasher (d) as depicted in Figure 5 of EASB 67.00.17, 67A016, 67.00.77, 67.00.48, or 67A021, as applicable to your helicopter.

(3) If any parts were required to be replaced as a result of the inspections required by paragraph (e)(1) of this AD, within 10 days after completing the inspection, report the information in Appendix 1 to this AD by email to support.technical-hydraulics.ah@airbus.com.

(4) For Model SA-365N, SA-365N1, AS-365N2, AS 365 N3, EC 155B, and EC155B1 helicopters, as of the effective date of this AD, do not install an M/R servo actuator identified in paragraph (a)(1) of this AD on any helicopter, unless the actions required by paragraphs (e)(1) and (2) of this AD have been accomplished.

(5) For Model AS350B3, AS355F, AS355F1, AS355F2, AS355N, AS355NP, EC130B4, and EC130T2 helicopters, as of the effective date of this AD, do not install an M/R servo actuator identified in paragraph (a)(2) of this AD on any helicopter, unless the actions required by paragraphs (e)(1) and (2) of this AD have been accomplished.

(f) 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.

(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Rotorcraft Standards Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Matthew L. Thompson, Aerospace Engineer, DSCO Branch, Compliance & Airworthiness Division, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5251; 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) Airbus Helicopters EASB Nos. 67.00.10, 67.11, and 67.00.33, each Revision 0 and dated July 25, 2019, 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 Union Aviation Safety Agency (EASA) AD No. 2019-0184, dated July 29, 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-2020-0856.

(i) Subject

Joint Aircraft Service Component (JASC) Code: 6730, Rotorcraft Servo System.

(j) Material Incorporated by Reference

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

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

(i) Airbus Helicopters Emergency Alert Service Bulletin (EASB) No. 67.00.17, Revision 0, dated July 25, 2019.

(ii) Airbus Helicopters EASB No. 67A016, Revision 0, dated July 25, 2019.

(iii) Airbus Helicopters EASB No. 67.00.77, Revision 0, dated July 25, 2019.

(iv) Airbus Helicopters EASB No. 67.00.48, Revision 0, dated July 25, 2019.

(v) Airbus Helicopters EASB No. 67A021, Revision 0, dated July 25, 2019.

Note 1 to paragraph (j)(2): Airbus Helicopters EASB Nos. 67.00.17, 67A016, 67.00.77, 67.00.48, and 67A021, each Revision 0 and dated July 25, 2019 are co-published as one document along with Airbus Helicopters EASB Nos. 67.00.10, 67.11, and 67.00.33, each Revision 0 and dated July 25, 2019, which are not incorporated by reference in this AD.

(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>.

Appendix 1 to AD 2020-20-14

Report the following information by email to support.technical-hydraulics.ah@airbus.com. (Airbus Helicopters Emergency Alert Service Bulletin Nos. 67.00.17, 67A016, 67.00.77, 67.00.48, and 67A021, each Revision 0 and dated July 25, 2019.)

- (1) Date of Inspection:
- (2) Helicopter Model and Serial Number:
- (3) Total hours time-in-service (TIS) on the aircraft:
- (4) Date of manufacture of the main rotor (M/R) servo actuator:
- (5) Total hours TIS on M/R servo actuator:
- (6) Total hours TIS since last service of the M/R servo actuator and description of service:
- (7) Describe in detail any information and findings and, if possible, provide photos.

Issued on September 24, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-22259 Filed 10-7-20; 8:45 am]



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AIRWORTHINESS DIRECTIVE

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

2020-21-01 Airbus Helicopters: Amendment 39-21274; Docket No. FAA-2020-0410; Product Identifier 2019-SW-030-AD.

(a) Applicability

This AD applies to Airbus Helicopters Model AS-365N2, AS 365N3, EC 155B, EC155B1, and SA-365N1 helicopters, certificated in any category, with modification 0763B64 installed, except those with modification 0763C81.

(b) Unsafe Condition

This AD defines the unsafe condition as loss of tightening torque of the Shur-Lok nut, which serves as a retainer of the tail rotor (T/R) drive flange of the main gearbox. This condition could result in loss of the Shur-Lok nut, possibly resulting in disengagement of the T/R drive flange, reduction of T/R drive control, rear transmission vibrations, and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective November 12, 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 600 hours time-in-service:

(1) For Model AS-365N2, AS 365N3, and SA-365N1 helicopters:

(i) Without removing the tail drive shaft flange (a), remove the sliding flange (b) from the flexible coupling (c) as shown in Detail "B" of Figure 1, PRE MOD, of Airbus Helicopters Alert Service Bulletin (ASB) No. AS365-63.00.19, Revision 1, dated January 31, 2019 (ASB AS365-63.00.19); replace the 3 bolts (d) and remove from service the 3 washers (e).

(ii) Install the sliding flange (b) with aft output stop (1) part number (P/N) 365A32-7836-20 as shown in Detail "B" of Figure 1, POST MOD, of ASB AS365-63.00.19 and by following the Accomplishment Instructions, paragraph 3.B.2.b, of ASB AS365-63.00.19.

(2) For Model EC 155B and EC155B1 helicopters:

(i) Without removing the Shur-Lok nut (a), remove the sliding flange (b) from the flexible coupling (c) as shown in Detail "B" of Figure 1, PRE MOD, of Airbus Helicopters ASB No. EC155-63A013, Revision 1, dated January 31, 2019 (ASB EC155-63A013); replace the 3 bolts (d) and remove from service the 3 washers (e).

(ii) Install the sliding flange (b) with aft output stop (1) P/N 365A32-7836-20 as shown in Detail “B” of Figure 1, POST MOD, of ASB EC155-63A013 and by following the Accomplishment Instructions, paragraph 3.B.2.b, of ASB EC155-63A013.

Note 1 to paragraph (e)(2)(ii): ASB EC155-63A013 refers to the “aft output stop” as “rear output stop.”

(f) Alternative Methods of Compliance (AMOCs)

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

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

(g) Additional Information

The subject of this AD is addressed in European Union Aviation Safety Agency (EASA) AD No. 2019-0046, dated March 11, 2019. You may view the EASA AD on the internet at <https://www.regulations.gov> in Docket No. FAA 2020-0410.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 6500, Tail Rotor Drive System.

(i) Material Incorporated by Reference

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

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

(i) Airbus Helicopters Alert Service Bulletin (ASB) No. AS365-63.00.19, Revision 1, dated January 31, 2019.

(ii) Airbus Helicopters ASB No. EC155-63A013, Revision 1, dated January 31, 2019.

(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 September 29, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

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