

**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES**

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

BIWEEKLY 2020-08

3/30/2020 - 4/12/2020



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

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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

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

Biweekly 2020-01

2019-22-08

Leonardo S.p.A

AW169 and AW189 helicopters

Biweekly 2020-02

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

Biweekly 2020-03

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

Biweekly 2020-04

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

Bell Helicopter Textron Inc.
Sikorsky Aircraft Corporation
Airbus Helicopters

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

2020-03-50

Cirrus Design Corporation

Biweekly 2020-05

2020-03-13
2020-03-16

Leonardo S.p.A.
Textron Aviation Inc.

AW189 helicopters
210G, T210G, 210H, T210H, 210J, T210J, 210K, T210K,
210L, T210L, 210M, and T210M airplanes

Biweekly 2020-06

2020-04-21

Bell Helicopter Textron Canada
Limited

429 helicopters

2020-05-11

Robinson Helicopter Company

R44 and R44 II helicopters

Biweekly 2020-07

2020-04-13
2020-04-14
2020-04-21

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

KODIAK 100 airplanes
HA-420 airplanes
429 helicopters

2020-05-20

Airbus Helicopters

AS332C, AS332C1, AS332L, AS332L1, and AS332L2
helicopters

2020-05-23
2020-06-11

Airbus Helicopters
MD Helicopters Inc.

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

Biweekly 2020-08

2020-06-12
2020-06-13

Airbus Helicopters
Airbus Helicopters

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



2020-06-12 Airbus Helicopters: Amendment 39-19881; Docket No. FAA-2018-0019; Product Identifier 2017-SW-074-AD.

(a) Applicability

This AD applies to Airbus Helicopters Model AS332L2 and EC225LP helicopters, certificated in any category, with a main gearbox (MGB) suspension bar front attachment bolt (bolt) part number (P/N) 332A22-1613-21 or 332A22-1613-20, MGB suspension bar rear bolt P/N 332A22-1614-20, MGB suspension bar front attachment fitting (fitting) P/N 332A22-1623-01, MGB suspension bar rear left hand fitting P/N 332A22-1624-02 or 332A22-1624-04, or MGB suspension bar rear right hand fitting P/N 332A22-1624-03 or 332A22-1624-05 installed.

(b) Unsafe Condition

This AD defines the unsafe condition as MGB suspension bar bolts and fittings remaining in service beyond their fatigue life and loose MGB suspension bar bolts or fittings, which could result in structural failure of the MGB suspension bar and loss of helicopter control.

(c) Effective Date

This AD becomes effective May 11, 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 (TIS), review records to determine the total hours TIS of each MGB suspension bar bolt.

(i) Determine the life limit of each bolt by applying the hours TIS by the add-on factor listed in Table No. 1 of Airbus Helicopters Emergency Alert Service Bulletin No. 01.00.86, Revision 1, dated August 25, 2017 (EASB 01.00.86), or Airbus Helicopters Emergency Alert Service Bulletin No. 04A013, Revision 1, dated August 25, 2017, as applicable to your model helicopter.

Note 1 to paragraph (e)(1)(i) of this AD: Airbus Helicopters refers to bolts as “pins.”

(A) Before further flight, remove from service any bolt that has reached or exceeded its life limit.

(B) For each bolt that has not exceeded its life limit, continue to calculate and record the life limit on its component history card or equivalent record by applying the add-on factor each time the helicopter accumulates hours TIS, and remove from service any bolt before reaching its life limit.

(ii) Thereafter following paragraph (e)(1)(i) of this AD, continue to calculate and record the life limit of each bolt on its component history card or equivalent record by applying the add-on factor each time the helicopter accumulates hours TIS and remove from service any bolt before reaching its life limit.

(2) For Model AS332L2 helicopters, within 30 hours TIS, review records to determine the total hours TIS of each MGB suspension bar fitting.

(i) Determine the life limit of each fitting by applying the hours TIS by the add-on factor listed in Table No. 1 of EASB 01.00.86.

(A) Before further flight, remove from service any fitting that has reached or exceeded its life limit.

(B) For each fitting that has not exceeded its life limit, continue to calculate and record the life limit on its component history card or equivalent record by applying the add-on factor each time the helicopter accumulates hours TIS, and remove from service any fitting before reaching its life limit.

(ii) Thereafter following paragraph (e)(2)(i) of this AD, continue to calculate and record the life limit of each fitting on its component history card or equivalent record by applying the add-on factor each time the helicopter accumulates hours TIS and remove from service any fitting before reaching its life limit.

(3) For Model AS332L2 helicopters, within 150 hours TIS (without the add-on factor), inspect the torque of each MGB suspension bar attachment front and rear nut. The allowable torque for each front nut is 602-663 lbf. in (6.8-7.5 daN.m) and the allowable torque for each rear nut is 337-398 lbf. in (3.8-4.5 daN.m).

(i) If the torque on any nut is higher than the maximum allowable torque stated in paragraph (e)(3) of this AD, before further flight, remove from service the bolt and nut.

(ii) If the torque on any nut is lower than the minimum allowable torque value stated in paragraph (e)(3) of this AD, before further flight, tighten the nut to the allowable torque stated in paragraph (e)(3) of this AD. Within 150 hours TIS (without the add-on factor), remove from service any bolt and nut that were tightened as required by this paragraph.

(f) Alternative Methods of Compliance (AMOCs)

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

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

(g) Additional Information

The subject of this AD is addressed in European Union Aviation Safety Agency (previously European Aviation Safety Agency) (EASA) AD No. 2017-0189, dated September 22, 2017. You may view the EASA AD on the internet at <https://www.regulations.gov> in Docket No. FAA-2018-0019.

(h) Subject

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

(i) Material Incorporated by Reference

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

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

(i) Airbus Helicopters Emergency Alert Service Bulletin (EASB) No. 01.00.86, Revision 1, dated August 25, 2017.

(ii) Airbus Helicopters EASB No. 04A013, Revision 1, dated August 25, 2017.

(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 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 March 25, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-07140 Filed 4-3-20; 8:45 am]



2020-06-13 Airbus Helicopters: Amendment 39-19882; Docket No. FAA-2019-1015; Product Identifier 2018-SW-104-AD.

(a) Applicability

This AD applies to Airbus Helicopters Model AS332C, AS332C1, AS332L, and AS332L1 helicopters, certificated in any category, with a main gearbox (MGB) suspension bar right-hand side (RH) rear attachment fitting (fitting) part number (P/N) 330A22-2702-07 and bolt P/N 330A22-0135-20, MGB suspension bar left-hand side (LH) rear fitting P/N 330A22-2702-06 and bolt P/N 330A22-0135-20, or MGB suspension bar front bolt P/N 330A22-0134-20 installed.

(b) Unsafe Condition

This AD defines the unsafe condition as MGB suspension bar fittings and bolts remaining in service beyond their fatigue life. This condition could result in failure of an MGB attachment assembly, detachment of an MGB suspension bar, and subsequent loss of helicopter control.

(c) Effective Date

This AD becomes effective May 11, 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 50 hours time-in-service (TIS), review records to determine the total hours TIS of each MGB suspension bar RH and LH rear fitting.

(i) For any RH rear fitting that has accumulated 1,470 or more total hours TIS, before further flight, remove from service the RH rear fitting and its bolts.

(ii) For any RH rear fitting that has accumulated less than 1,470 total hours TIS, remove from service the RH rear fitting and its bolts before the fitting accumulates 1,470 total hours TIS.

(iii) For any LH rear fitting that has accumulated 13,600 or more total hours TIS, before further flight, remove from service the LH rear fitting and its bolts.

(iv) For any LH rear fitting that has accumulated less than 13,600 total hours TIS:

(A) If a Major Inspection "G" has not been completed since the LH rear fitting has been installed, remove from service the LH rear bolts during the next Major Inspection "G" inspection; or

Note 1 to paragraph (e)(1)(iv)(A) of this AD: Major Inspection "G" (7,500 hours TIS between overhauls) is defined in Maintenance Manual MET 05-29-00-601.

(B) If a Major Inspection "G" has been completed since the LH rear fitting has been installed, before further flight, remove from service the LH rear bolts; and

(C) Remove from service the LH rear fitting before the fitting accumulates 13,600 total hours TIS.

(2) Thereafter following paragraph (e)(1) of this AD, remove from service any RH rear fitting and its bolts at intervals not to exceed 1,470 hours TIS, remove from service any LH rear fitting at intervals not to exceed 13,600 hours TIS, and remove from service any LH rear bolts during each Major Inspection "G."

(3) During the next Major Inspection "G," remove from service the MGB suspension bar front bolts. Thereafter, remove from service the front bolts during each Major Inspection "G."

(f) Alternative Methods of Compliance (AMOCs)

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

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

(g) Additional Information

(1) Airbus Helicopters Alert Service Bulletin No. AS332-01.00.90, Revision 0, dated November 21, 2018, which is not incorporated by reference, contains additional information about the subject of this AD. For service information identified in this AD, contact Airbus Helicopters, 2701 N Forum Drive, Grand Prairie, TX 75052; 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 the referenced 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 (previously European Aviation Safety Agency) (EASA) AD No. 2018-0260, dated December 3, 2018. You may view the EASA AD on the internet at <https://www.regulations.gov> in Docket No. FAA-2019-1015.

(h) Subject

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

Issued on March 27, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

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