

**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES**

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

**BIWEEKLY 2020-07**

*03/16/2020 - 03/29/2020*



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



**2020-04-13 Daher Aircraft Design, LLC (Type Certificate Previously Held by Quest Aircraft Design, LLC):** Amendment 39-21030; Docket No. FAA-2020-0181; Product Identifier 2019-CE-026-AD.

**(a) Effective Date**

This AD is effective April 1, 2020.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Quest Aircraft Design, LLC (type certificate data sheet currently held by Daher Aircraft Design, LLC) Model KODIAK 100 airplanes, serial numbers 100-0001 through 100-0273, certificated in any category.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 91, Charts.

**(e) Unsafe Condition**

This AD was prompted by incorrect low weight landing distances in the “Obstacle Landing Distance” table, located either in the performance section of the pilot's operating handbook and FAA approved airplane flight manual (POH/AFM) or in supplement 5 to the POH/AFM. The FAA is issuing this AD to prevent pilots from using incorrect obstacle landing distance performance charts for weights below maximum gross weight. The unsafe condition, if not addressed, could result in pilots miscalculating the required landing distance, which could lead to a runway overrun.

**(f) Compliance**

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

**(g) Revise the POH/AFM**

(1) Before further flight after April 1, 2020 (the effective date of this AD), revise the POH/AFM for your airplane by removing the “Obstacle Landing Distance” table (2 pages) and replacing it with Table 5-19, Obstacle Landing Distance, pages 5\_68 and 5\_69, Section 5, Performance, from Quest Aircraft Kodiak 100 Series Aircraft, Pilot's Operating Handbook and FAA Approved Airplane Flight Manual (Document No: AM901.0), Revision 22, dated April 10, 2019.

Note 1 to paragraph (g)(1) of this AD: The Obstacle Landing Distance table may be located either in the Performance section (Section 5) of the POH/AFM or in supplement 5 to the POH/AFM, depending on the revision level of your POH/AFM.

(2) The actions required by paragraphs (g)(1) of this AD 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 91.417(a)(2)(v). The record must be maintained as required by 14 CFR 91.417, 121.380, or 135.439.

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

(1) The Manager, Seattle 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.

#### **(i) Related Information**

(1) For more information about this AD, contact Brian Knaup, Aerospace Engineer, Seattle ACO Branch, FAA, 2200 S 216th St., Des Moines, Washington 98198; telephone and fax: (206) 231-3502; email: brian.knaup@faa.gov.

(2) Quest Aircraft Quest Safety Communique, QSC-011, Revision 00, dated April 1, 2019, contains additional information related to this AD. You may obtain a copy of this document using the contact information in paragraph (j)(3) of this AD.

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

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

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

(i) Table 5-19, Obstacle Landing Distance, pages 5\_68 and 5\_69, of Section 5, Performance, of the Quest Aircraft Kodiak 100 Series Aircraft Pilot's Operating Handbook and FAA Approved Airplane Flight Manual (Document No: AM901.0), Revision 22, dated April 10, 2019.

(ii) [Reserved]

(3) For Quest Aircraft Company LLC service information identified in this AD, contact Kodiak Aircraft Company Inc. (formerly Quest Aircraft Company LLC), 1200 Turbine Drive, Sandpoint, Idaho 83864; phone: (208) 263-1111 or 1 (866) 263-1112; email: KodiakCare@daher.com; internet: <https://Kodiak.aero/support>.

(4) You may view this service information at the FAA, Policy and Innovation Division, 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](mailto:fedreg.legal@nara.gov), or go to: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Kansas City, Missouri, on February 27, 2020.  
Patrick R. Mullen,  
Aircraft Certification Service, Manager, Small Airplane Standards Branch, AIR-690.



**2020-04-14 Honda Aircraft Company LLC:** Amendment 39-21031; Docket No. FAA-2020-0195; Product Identifier 2019-CE-052-AD.

**(a) Effective Date**

This AD is effective April 6, 2020.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Honda Aircraft Company LLC Model HA-420 airplanes, serial numbers (S/Ns) 42000011 through 42000184, certificated in any category.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 32, Landing Gear.

**(e) Unsafe Condition**

This AD was prompted by reports of damage to the wheel speed transducer wiring harness due to excessive slack in the wiring harness assembly that allows contact with the main landing gear tire and the determination that the airplane flight manuals (AFMs) and quick reference handbooks (QRHs) contain incorrect procedures for anti-skid braking system failures. The FAA is issuing this AD to prevent un-announced loss of normal brakes and reduced directional control during landing deceleration and ground operations, which could lead to a runway excursion.

**(f) Compliance**

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

**(g) Revise the Airplane Flight Manuals and Quick Reference Handbooks**

Before further flight after April 6, 2020 (the effective date of this AD), revise your AFM and your QRH as specified below.

(1) For airplanes with S/Ns 42000012 through 42000125 without SB-420-55-001: Remove the Abnormal Procedure pages for ANTI-SKID Fail and replace with Pages 3A-178 through 3A-180 from Section 3A—Abnormal Procedures in Honda Aircraft Company Airplane Flight Manual, Model HA-420, Part No.: HJ1-29000-003-001, Revision D, dated December 12, 2019.

(2) For airplanes with S/Ns 42000012 through 42000125 without SB-420-55-001: Remove the Abnormal Procedure pages for ANTI-SKID FAIL and replace with Page A-126 and Page A-127

from Model HA-420, HJ1-29000-007-001, Volume 1 of 2, Quick Reference Handbook, Normal Procedures, Revision D, dated December 12, 2019.

(3) For airplanes with S/Ns 42000011, 42000012 through 42000125 with SB-420-55-001, and 42000126 through 42000184: Remove the Abnormal Procedure pages for ANTI-SKID FAIL and replace with Pages 3A-178 through 3A-180 from Section 3A–Abnormal Procedures in Honda Aircraft Company Airplane Flight Manual, Model HA-420, Part No.: HJ1-29001-003-001, Revision B1, dated December 12, 2019.

(4) For airplanes with S/Ns 42000011, 42000012 through 42000125 with SB-420-55-001, and 42000126 through 42000184: Remove the Abnormal Procedure pages for ANTI-SKID FAIL and replace with Page A-124 and Page A-125 from Model HA-420, HJ1-29001-007-001, Quick Reference Handbook, Revision B, dated December 12, 2019.

#### **(h) Corrective Actions for the Wheel Speed Transducer Wiring Harness**

Within 90 days after April 6, 2020 (the effective date of this AD), do the actions specified in steps 1 through 7 of the Accomplishment Instructions in Honda Aircraft Company Service Bulletin Alert SB-420-32-008, Revision B, dated November 16, 2019.

#### **(i) 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 (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.

(3) For service information that contains steps that are labeled as Required for Compliance (RC), the provisions of paragraphs (i)(3)(i) and (ii) of this AD 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 this 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.

#### **(j) Related Information**

For more information about this AD, contact Samuel Kovitch, Aerospace Engineer, Atlanta ACO Branch, FAA, 1701 Columbia Avenue, College Park, Georgia 30337; phone: (404) 474-5570; fax: (404) 474-5605; email: samuel.kovitch@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) Pages 3A-178 through 3A-180 from Section 3A–Abnormal Procedures in Honda Aircraft Company Airplane Flight Manual, HondaJet, Effectivity: 42000012 through 42000125, Model HA-420, Part No.: HJ1-29000-003-001, Revision D, dated December 12, 2019.

(ii) Page A-126 and Page A-127 from HondaJet, Model HA-420, HJ1-29000-007-001, Volume 1 of 2, Effectivity 42000012 through 42000125, Quick Reference Handbook, Normal Procedures, Revision D, dated December 12, 2019.

(iii) Pages 3A-178 through 3A-180 from Section 3A–Abnormal Procedures in Honda Aircraft Company Airplane Flight Manual, HondaJet ELITE, Effectivity: 42000011, 42000126 and after, HondaJet APMG, Effectivity: 42000012 through 42000125 with SB-420-55-001, Model HA-420, Part No.: HJ1-29001-003-001, Revision B1, dated December 12, 2019.

(iv) Page A-124 and Page A-125 from HondaJet, Model HA-420, HJ1-29001-007-001, HondaJet ELITE, Effectivity: 42000011, 42000126 and after, HondaJet APMG, Effectivity: 42000012 through 42000125 with SB-420-55-001, Quick Reference Handbook, Revision B, dated December 12, 2019.

(v) Honda Aircraft Company Service Bulletin Alert SB-420-32-008, Revision B, dated November 16, 2019.

(3) For service information identified in this AD, contact Honda Aircraft Company LLC, 6430 Ballinger Road, Greensboro, North Carolina 27410; telephone (336) 662-0246; internet: <https://www.hondajet.com>.

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

Issued in Kansas City, Missouri, on March 16, 2020.

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



**FAA**  
**Aviation Safety**

## **AIRWORTHINESS DIRECTIVE**

[www.faa.gov/aircraft/safety/alerts/](http://www.faa.gov/aircraft/safety/alerts/)  
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**2020-04-21 Bell Helicopter Textron Canada Limited:** Amendment 39-19862; Docket No. FAA-2020-0221; Product Identifier 2019-SW-042-AD.

### **(a) Applicability**

This AD applies to Bell Helicopter Textron Canada Limited Model 429 helicopters, certificated in any category, with a serial number 57001 through 57343 inclusive, 57346 through 57349 inclusive, 57352 through 57356 inclusive, and 57362, with a curvic coupling part number 429-012-120-101 installed.

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

This AD defines the unsafe condition as an improperly installed curvic coupling of the tail rotor (T/R) hub and blade assembly. This condition could result in loosening of the T/R assembly, which could cause vibration and loss of drive to the outboard T/R blades, and subsequent degraded directional control.

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

This AD becomes effective March 31, 2020.

### **(d) Compliance**

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

### **(e) Required Actions**

(1) Within 10 hours time-in-service, using a light source, flap the inboard and outboard T/R blades to inspect for proper engagement of the inboard and outboard curvic coupling teeth with the inboard and outboard flapping bearing teeth as shown in Figure 2 of Bell Alert Service Bulletin 429-19-45, dated April 16, 2019 (ASB 429-19-45).

(i) If the teeth are not properly engaged, before further flight, remove the T/R hub and blade assembly and do the following:

Note to paragraph (e)(1)(i) of this AD: Figure 1 of ASB 429-19-45 shows an example of improperly engaged teeth.

(A) Inspect the inboard flapping bearing teeth and the curvic coupling teeth that mate to them for a crack, wear, mechanical damage, and corrosion. If there is a crack, wear, mechanical damage, or corrosion on the teeth, before further flight, replace with an airworthy part.

(B) Inspect the outboard flapping bearing teeth and the curvic coupling teeth that mate to them for a crack, wear, mechanical damage, and corrosion. If there is a crack, or wear, mechanical damage, or corrosion on the teeth, before further flight, replace with an airworthy part.

(C) With the T/R hub and blade assembly installed, perform a rigging check of the directional control system.

(ii) If the teeth are properly engaged, before further flight, inspect for axial play between both the inboard and outboard T/R hub and blade assemblies.

(A) If there is axial play, remove the T/R hub and blade assembly, and perform the actions required by paragraph (e)(1)(i)(A) through (C) of this AD.

(B) If there is no axial play, inspect for play between the teeth of the curvic coupling and both the inboard and outboard flapping bearing teeth by applying a lead/lag force to the inboard and outboard T/R hub and blade assemblies. If there is play, remove the T/R hub and blade assembly, and perform the actions required by paragraph (e)(1)(i)(A) through (C) of this AD.

(2) Within 10 days after an inspection that resulted in replacing any part as required by paragraph (e)(1) of this AD, email a description of the inspection results that includes a description of each replaced part to: [productsupport@bellflight.com](mailto:productsupport@bellflight.com). Include the following information in the email subject line: "ASB 429-19-45," the helicopter's serial number, and the operator's name.

#### **(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, Safety Management Section, Rotorcraft Standards Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Kristi Bradley, Aerospace Engineer, Safety Management Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817-222-5110; email [9-ASW-FTW-AMOC-Requests@faa.gov](mailto:9-ASW-FTW-AMOC-Requests@faa.gov).

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

#### **(h) Additional Information**

The subject of this AD is addressed in the Transport Canada Emergency AD No. CF-2019-15, dated April 26, 2019. You may view the Transport Canada Emergency AD on the internet at <https://www.regulations.gov> by searching for and locating it in Docket No. FAA-2020-0221.

#### **(i) Subject**

Joint Aircraft Service Component (JASC) Code: 6400, Tail Rotor 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) Bell Alert Service Bulletin 429-19-45, dated April 16, 2019.

(ii) [Reserved]

(3) For Bell service information identified in this AD, contact Bell Helicopter Textron Canada Limited, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4; telephone 450-437-2862 or 800-363-8023; fax 450-433-0272; or at <https://www.bellcustomer.com>.

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

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

Issued on March 6, 2020.

Lance T. Gant,  
Director, Compliance & Airworthiness Division,  
Aircraft Certification Service.



**2020-05-20 Airbus Helicopters:** Amendment 39-19870; Docket No. FAA-2019-0970; Product Identifier 2018-SW-089-AD.

**(a) Applicability**

This AD applies to Airbus Helicopters Model AS332C, AS332C1, AS332L, AS332L1, and AS332L2 helicopters, certificated in any category, except those with modification 0726383 installed.

**(b) Unsafe Condition**

This AD defines the unsafe condition as closure of fuel tank drains. This condition could result in fuel accumulating in an area containing electrical equipment and ignition of fuel vapors. This condition could result in a fire and subsequent damage to the helicopter or injury to the occupants.

**(c) Effective Date**

This AD becomes effective April 24, 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 110 hours time-in-service or during the next scheduled maintenance, whichever occurs first:

(1) For Model AS332C and AS332C1 helicopters, remove the 6 fuel tank drain plugs by following the Accomplishment Instructions, paragraph 3.B.2. of Airbus Helicopters Alert Service Bulletin No. AS332-53.01.62, Revision 1, dated May 28, 2019 (ASB AS332-53.01.62), except you are not required to place the drain plugs in stock.

(2) For Model AS332L, AS332L1, and AS332L2 helicopters, remove the 7 fuel tank drain plugs by following the Accomplishment Instructions, paragraph 3.B.2. of ASB AS332-53.01.62, except you are not required to place the drain plugs in stock.

**(f) Credit for Previous Actions**

Actions accomplished before the effective date of this AD in accordance with the procedures specified in Airbus Helicopters Alert Service Bulletin No. AS332-53.01.62, Revision 0, dated June 7, 2018, are considered acceptable for compliance with the corresponding actions specified in paragraph (e) of this AD.

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

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

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

**(h) Additional Information**

(1) Airbus Helicopters Alert Service Bulletin No. AS332-53.01.62, Revision 0, dated June 7, 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. 2018-0209, dated September 21, 2018. You may view the EASA AD on the internet at <https://www.regulations.gov> in Docket No. FAA-2019-0970.

**(i) Subject**

Joint Aircraft Service Component (JASC) Code: 2810, Fuel Storage.

**(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 Alert Service Bulletin No. AS332-53.01.62, Revision 1, dated May 28, 2019.

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

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

Issued on March 11, 2020.  
Lance T. Gant,  
Director, Compliance & Airworthiness Division,  
Aircraft Certification Service.



**2020-05-23 Airbus Helicopters:** Amendment 39-19873; Docket No. FAA-2019-0882; Product Identifier 2018-SW-113-AD.

**(a) Applicability**

This AD applies to Airbus Helicopters Model AS332C, AS332C1, AS332L, and AS332L1 helicopters, certificated in any category, delivered to the first owner or customer before September 1, 2018, and with attachment screws part number (P/N) 330A22013520 installed with main gearbox (MGB) right hand (RH) side rear attachment fitting P/N 330A22270207 and left hand (LH) side rear attachment fitting P/N 330A22270206 of the MGB suspension bars.

**(b) Unsafe Condition**

This AD defines the unsafe condition as elongation of the attachment screws and loss of tightening torque of the nut. This condition could result in structural failure of an MGB attachment fitting, detachment of an MGB suspension bar, and subsequent loss of control of the helicopter.

**(c) Effective Date**

This AD becomes effective April 24, 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 110 hours time-in-service, remove the sealing compound and inspect each screw on the RH and LH rear attachment fitting by identifying the number of threads "F" that extend beyond the nut as shown in Detail "B" of Figure 2 of Airbus Helicopter Alert Service Bulletin No. AS332-53.02.04, Revision 0, dated November 21, 2018 (ASB AS332-53.02.04).

(1) If there are 2 or less threads on each of the four screws; or there are 3 or more threads on any screw with a thread height "H" less than 5 mm (0.196 in), before further flight, apply a sealing compound on the nuts, and convex and concave washers.

(2) If there are 3 or more threads on any screw with a thread height "H" of 5 mm (0.196 in) or more, before further flight, do the following, and for more than one screw, do one at a time while working in a cross pattern: Remove from service the nut; and remove the screw from the helicopter and measure the length "L" of the screw as shown in Detail "D" of Figure 2 of ASB AS332-53.02.04.

(i) If any washers are bent or corroded, before further flight, remove from service the washers.

(ii) If the length "L" measurement is less than or equal to 59.3 mm (2.334 in) for each screw removed as required by paragraph (e)(2) of this AD, visually inspect the screw for corrosion and cracks.

(A) For each screw with corrosion or a crack, before further flight, replace the screw with an airworthy screw.

(B) For any screw with no corrosion or cracks, before further flight, re-install the screw and washers. Install a new nut and apply sealant.

(iii) If the length "L" measurement is greater than 59.3 mm (2.334 in) for any screw removed as required by paragraph (e)(2) of this AD, before further flight, replace the rear attachment fitting that the screw was removed from and its set of four screws, washers, and nuts, and apply sealant as shown in Figures 2 and 3 of ASB AS332-53.02.04.

#### **(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. 2018-0282, dated December 19, 2018. You may view the EASA AD on the internet at <https://www.regulations.gov> in Docket No. FAA-2019-0882.

#### **(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 Alert Service Bulletin No. AS332-53.02.04, Revision 0, dated November 21, 2018.

(ii) [Reserved]

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

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

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

Issued on March 16, 2020.  
Lance T. Gant,  
Director, Compliance & Airworthiness Division,  
Aircraft Certification Service.



**FAA**  
**Aviation Safety**

## **AIRWORTHINESS DIRECTIVE**

[www.faa.gov/aircraft/safety/alerts/](http://www.faa.gov/aircraft/safety/alerts/)  
[www.gpoaccess.gov/fr/advanced.html](http://www.gpoaccess.gov/fr/advanced.html)

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**2020-06-11 MD Helicopters Inc.:** Amendment 39-19880; Docket No. FAA-2017-1125; Product Identifier 2017-SW-078-AD.

### **(a) Applicability**

This AD applies to MD Helicopters Inc. (MDHI) Model 600N helicopters, certified in any category, with a yaw stability augmentation system and with a main rotor (M/R) blade upper control collective/longitudinal link assembly (link assembly) part number (P/N) 600N7617-1 installed.

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

This AD defines the unsafe condition as a link assembly remaining in service beyond its fatigue life. This condition could result in failure of the link assembly, failure of M/R blade pitch control, and subsequent loss of helicopter control.

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

This AD becomes effective April 28, 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 100 hours time-in-service (TIS):

(1) Determine the total hours TIS of each link assembly P/N 600N7617-1. If the hours TIS are unknown, use the hours TIS of the helicopter. Remove from service any link assembly that has 15,000 or more hours TIS. Thereafter, remove from service any link assembly before accumulating 15,000 hours TIS.

(2) Create a component history card or equivalent record for each link assembly P/N 600N7617-1 and record a life limit of 15,000 hours TIS.

(3) As an optional terminating action to the requirements of paragraphs (e)(1) and (2) of this AD, you may remove from service link assembly P/N 600N7617-1 and install link assembly P/N 600N7617-5.

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

Special flight permits are prohibited.

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

(1) The Manager, Los Angeles ACO Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Payman Soltani, Aerospace Engineer, Airframe Section, Los Angeles ACO Branch, Compliance and Airworthiness Division, FAA, 3960 Paramount Blvd., Lakewood, California 90712; telephone 562-627-5313; email 9-ANM-LAACO-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**

For service information related to this AD, contact MD Helicopters, Inc., Attn: Customer Support Division, 4555 E. McDowell Rd., Mail Stop M615, Mesa, AZ 85215-9734; telephone 1-800-388-3378; fax 480-346-6813; or at <https://www.mdhelicopters.com>. You may review a copy of this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy, Room 6N-321, Fort Worth, TX 76177.

**(i) Subject**

Joint Aircraft Service Component (JASC) Code: 6710, Main Rotor Control.

Issued on March 17, 2020.

Gaetano A. Sciortino,

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

[FR Doc. 2020-05996 Filed 3-23-20; 8:45 am]