

§ 39.13 [Amended]

■ 2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

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. 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.

(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, 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.*

[FR Doc. 2020-05244 Filed 3-13-20; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA-2019-0861; Product Identifier 2019-NM-129-AD; Amendment 39-19864; AD 2020-05-14]

RIN 2120-AA64

Airworthiness Directives; Airbus SAS Airplanes

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Airbus SAS Model A320-214, -232, and -271N airplanes, and Model A321-231 airplanes. This AD was prompted by a report of a production line inspection finding of damage on a main landing

gear (MLG) side stay attachment outboard lug. This AD requires an inspection for discrepancies of the MLG side stay attachment outboard lugs, left-hand and right-hand sides, and applicable corrective action, as specified in a European Union Aviation Safety Agency (EASA) AD, which is incorporated by reference. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective April 20, 2020.
The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of April 20, 2020.

ADDRESSES: For the material incorporated by reference (IBR) in this AD, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 89990 1000; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this IBR material on the EASA website at <https://ad.easa.europa.eu>. You may view this IBR material at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206-231-3195. It is also available in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2019-0861.

Examining the AD Docket

You may examine the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2019-0861; or in person at Docket Operations between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this final rule, the regulatory evaluation, any comments received, and other information. The address for Docket Operations is U.S. Department of

Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Sanjay Ralhan, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3223; email sanjay.ralhan@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

The EASA, which is the Technical Agent for the Member States of the European Union, has issued EASA AD 2019-0167, dated July 15, 2019 (“EASA AD 2019-0167”) (also referred to as the Mandatory Continuing Airworthiness Information, or “the MCAI”), to correct an unsafe condition for certain Airbus SAS Model A320-214, -232, and -271N airplanes, and Model A321-231 airplanes.

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to certain Airbus SAS Model A320-214, -232, and -271N airplanes, and Model A321-231 airplanes. The NPRM published in the **Federal Register** on November 1, 2019 (84 FR 58634). The NPRM was prompted by report of a production line inspection finding of damage on a MLG side stay attachment outboard lug. Investigation results determined that the detected damage had been caused by using incorrect tooling, and identified a batch of affected parts that may have received the same treatment. The NPRM proposed to require an inspection for discrepancies of the MLG side stay attachment outboard lugs, left-hand and right-hand sides, and applicable corrective action as specified in an EASA AD.

The FAA is issuing this AD to address damaged MLG side stay attachment

outboard lugs, which could reduce the structural integrity of the attachment of the MLG to the wing. See the MCAI for additional background information.

Comments

The FAA gave the public the opportunity to participate in developing this final rule. The FAA has considered the comments received. Air Line Pilots Association, International (ALPA) and Darcy Mraz support the intent of the NPRM.

Conclusion

The FAA reviewed the relevant data, considered the comments received, and determined that air safety and the public interest require adopting this final rule as proposed, except for minor editorial changes. The FAA has determined that these minor changes:

- Are consistent with the intent that was proposed in the NPRM for addressing the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM.

Related IBR Material Under 1 CFR Part 51

EASA AD 2019-0167 describes procedures for an inspection for discrepancies (cracks, wear, damage, and corrosion) of the MLG side stay attachment outboard lugs, left-hand and right-hand sides, and corrective action (repair). This material is reasonably available because the interested parties have access to it through their normal course of business or by the means identified in the **ADDRESSES** section.

Costs of Compliance

The FAA estimates that this AD affects 1 airplane of U.S. registry. The FAA estimates the following costs to comply with this AD:

ESTIMATED COSTS FOR REQUIRED ACTIONS

Labor cost	Parts cost	Cost per product	Cost on U.S. operators
121 work-hours × \$85 per hour = \$10,285	\$0	\$10,285	\$10,285

The FAA has received no definitive data that would enable the FAA to provide cost estimates for the on-condition actions specified in this AD.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of

the FAA Administrator. Subtitle VII: Aviation Programs, describes in more detail the scope of the Agency’s authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: “General requirements.” Under that section, Congress charges the FAA with promoting safe flight of civil

aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

This AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify that this AD:

- (1) Is not a “significant regulatory action” under Executive Order 12866,
- (2) Will not affect intrastate aviation in Alaska, and
- (3) Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 14 CFR part 39 as follows:

PART 39—AIRWORTHINESS DIRECTIVES

- 1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

- 2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

2020–05–14 Airbus SAS: Amendment 39–19864; Docket No. FAA–2019–0861; Product Identifier 2019–NM–129–AD.

(a) Effective Date

This AD is effective April 20, 2020.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus SAS Model A320–214, –232, –271N airplanes, and Model A321–231 airplanes, certificated in any category, as identified in European Union Aviation Safety Agency (EASA) AD 2019–0167, dated July 15, 2019 (“EASA AD 2019–0167”).

(d) Subject

Air Transport Association (ATA) of America Code 57, Wings.

(e) Reason

This AD was prompted by a report of a production line inspection finding of damage on a main landing gear (MLG) side stay

attachment outboard lug. The FAA is issuing this AD to address damaged MLG side stay attachment outboard lugs, which could reduce the structural integrity of the attachment of the MLG to the wing.

(f) Compliance

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

(g) Requirements

Except as specified in paragraphs (h) and (i) of this AD: Comply with all required actions and compliance times specified in, and in accordance with, EASA AD 2019–0167.

(h) Exception to EASA AD 2019–0167

The “Remarks” section of EASA AD 2019–0167 does not apply to this AD.

(i) No Reporting Requirement

Although the service information referenced in EASA AD 2019–0167 specifies to submit certain information to the manufacturer, and specifies that action as “RC” (required for compliance), this AD does not include that requirement.

(j) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, International Section, Transport Standards 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 *International Section*, send it to the attention of the person identified in paragraph (k) of this AD. Information may be emailed to: 9-ANM-116-AMOC-REQUESTS@faa.gov. 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.

(2) *Contacting the Manufacturer:* For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or EASA; or Airbus SAS’s EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(3) *Required for Compliance (RC):* For any service information referenced in EASA AD 2019–0167 that contains RC procedures and tests: Except as required by paragraph (2) of EASA AD 2019–0167 and paragraphs (i) and (j)(2) of this AD, RC procedures and tests must be done to comply with this AD; any procedures or tests that are not identified as RC are recommended. Those procedures and tests that are not identified 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 procedures and tests identified as RC can be done and the airplane can be put back in an

airworthy condition. Any substitutions or changes to procedures or tests identified as RC require approval of an AMOC.

(k) Related Information

For more information about this AD, contact Sanjay Ralhan, Aerospace Engineer, International Section, Transport Standards Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206–231–3223; email sanjay.ralhan@faa.gov.

(l) 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) European Union Aviation Safety Agency (EASA) AD 2019–0167, dated July 15, 2019.

(ii) [Reserved]

(3) For information about EASA AD 2019–0167, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 89990 6017; email ADs@easa.europa.eu; internet www.easa.europa.eu. You may find this EASA AD on the EASA website at <https://ad.easa.europa.eu>.

(4) You may view this material at the FAA, Transport Standards Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call 206–231–3195. This material may be found in the AD docket on the internet at <https://www.regulations.gov> by searching for and locating Docket No. FAA–2019–0861.

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

Issued on March 4, 2020.

Gaetano A. Sciortino,

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

[FR Doc. 2020–05255 Filed 3–13–20; 8:45 am]

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