(2) Where EASA AD 2017–0037 refers to flight hours (FH), this AD requires using hours time-in-service (TIS).

(3) Where paragraph (1) of EASA AD 2017–0037 requires determining the FH (total hours TIS) accumulated by the affected rotor mast nut since first installation on a helicopter, this AD requires removing the rotor mast nut from service before further flight if the total hours TIS cannot be determined.

(4) Where the service information referenced in Note 3 of EASA AD 2017–0037 specifies to use a vibrograph to mark the new part number, this AD requires using a vibro etch.

(5) Where paragraph (4) of EASA AD 2017–0037 requires replacing each affected rotor mast nut with a not affected rotor mast nut before exceeding 3,708 FH (total hours TIS) since first installation on a helicopter, this AD requires removing each affected rotor mast nut from service before accumulating 3,708 total hours TIS.

(6) Where paragraph (6) of EASA AD 2017–0037 requires replacing each part as identified in Table 2 of EASA AD 2017–0037 before exceeding the FH (total hours TIS) limit, this AD requires removing each part from service before exceeding the total hours TIS limit.

(7) Paragraph (7) of EASA AD 2017–0037 does not apply to this AD.

(8) The ''Remarks'' section of EASA AD 2017–0037 does not apply to this AD.

(i) Alternative Methods of Compliance (AMOCs)

(1) 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. 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 International Validation Branch, send it to the attention of the person identified in paragraph (j) of this AD. Information may be emailed to: *9-AVS-AIR-730-AMOC@faa.gov.*

(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 Rao Edupuganti, Aerospace Engineer, Dynamic Systems Section, Technical Innovation Policy Branch, Policy & Innovation Division, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222–5110; email *rao.edupuganti@faa.gov.*

(k) Material Incorporated by Reference

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

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

(i) EASA AD 2017–0037, dated February 22, 2017.

(ii) [Reserved]

(3) For EASA AD 2017–0037, contact EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; email *ADs@easa.europa.eu*; internet *www.easa.europa.eu.*

(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. 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–2021–0450.

(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: *fr.inspection@nara.gov,* or go to: *https://www.archives.gov/federal-register/cfr/ibr-locations.html.*

Issued on July 30, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021–19253 Filed 9–7–21; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2021–0449; Project Identifier 2018–SW–001–AD; Amendment 39–21679; AD 2021–16–16]

RIN 2120–AA64

Airworthiness Directives; Airbus Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Airbus Helicopters Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, and AS350D helicopters; and Model AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters. This AD was prompted by reports that the lanyards (bead chain tethers), which hold the quick release pins to the forward bracket assembly of certain litter kits, can loop around the directional control pedal stubs, limiting the movement of the pedals. This AD requires modification of the lanyard attachment location for certain litter kit installations. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective October 13, 2021.

The Director of the Federal Register approved the incorporation by reference of a certain document listed in this AD as of October 13, 2021.

ADDRESSES: For service information identified in this final rule, contact Airbus Helicopters, 2701 North 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 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. It is also available at *https://www.regulations.gov* by searching for and locating Docket No. FAA–2021–0449.

Examining the AD Docket

You may examine the AD docket at *https://www.regulations.gov* by searching for and locating Docket No. FAA–2021–0449; 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 Transport Canada AD, any comments received, and other information. The street 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: Andrea Jimenez, Aerospace Engineer, COS Program Management Section, Operational Safety Branch, Compliance & Airworthiness Division, FAA, 1600 Stewart Ave., Mail Stop: Room 410, Westbury, NY 11590; telephone (516) 228–7330; email *andrea.jimenez@faa.gov.*

SUPPLEMENTARY INFORMATION:

Background

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 Helicopters Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, and AS350D helicopters; and Model AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters. The NPRM published in the **Federal Register** on June 3, 2021 (86 FR 29705). In the NPRM, the FAA proposed to require modification of the lanyard attachment location for certain litter kit installations. The NPRM was prompted

by Canadian AD CF–2017–37, dated December 19, 2017 (Canadian AD CF–2017–37), issued by Transport Canada, which is the aviation authority for Canada, to correct an unsafe condition for Airbus Helicopters Model AS 350 B, AS 350 BA, AS 350 B1, AS 350 B2, AS 350 B3, AS 350 D, AS 355 E, AS 355 F, AS 355 F1, AS 355 F2, AS 355 N, and AS 355 NP helicopters. Transport Canada advises that there have been reports that the lanyards, which hold the quick release pins to the forward bracket assembly of certain litter kits, can loop around the directional control pedal stubs, limiting the movement of the pedals, which affects the control of the flight. If this condition exists and is not corrected during installation, this limitation may not be apparent until the pedal input is required in flight. This condition, if not addressed, could result in difficulty controlling the helicopter.

Accordingly, Canadian AD CF–2017–37 requires modification of the lanyard attachment location for certain litter kit installations. Canadian AD CF–2017–37 also specifies that installation of an affected part number litter kit is prohibited unless the installation conforms to the requirements of Airbus Helicopters Service Bulletin SB–AHCA–128, Revision 0, dated March 24, 2017.

Discussion of Final Airworthiness Directive

Comments

The FAA received no comments on the NPRM or on the determination of the costs.

Conclusion

These helicopters have been approved by the aviation authority of Canada and are approved for operation in the United States. Pursuant to the FAA's bilateral agreement with Canada, Transport Canada, its technical representative, has notified the FAA of the unsafe condition described in its AD. The FAA reviewed the relevant data and determined that air safety requires adopting this AD as proposed. Accordingly, the FAA is issuing this AD to address the unsafe condition on these helicopters. Except for minor editorial changes, this AD is adopted as proposed in the NPRM.

Related Service Information Under 1 CFR Part 51

The FAA reviewed Airbus Helicopters Service Bulletin SB–AHCA–128, Revision 0, dated March 24, 2017. This service information specifies procedures for modifying the bead chain tether attachment locations for litter kits with certain part numbers. The modification includes relocating the bead chain tethers by removing the screws and washers for the pip pins on the forward bracket assembly; filling the empty holes with rivets; determining the new locations of and drilling new holes; and securing the bead chain tethers on the top side of the forward bracket assembly in the new hole locations. This service information 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.

Differences Between This AD and the Transport Canada AD

This AD requires a pre-flight check prior to each flight to determine if there is interference between the lanyards that hold the quick release pins to the forward bracket assembly of the litter kit and the flight controls. This pre-flight check requirement will be terminated upon completion of the modification of the litter kit installation. Canadian AD CF–2017–37 does not include a requirement for the pre-flight check prior to each flight to determine if there is interference between the lanyards and the flight controls.

Costs of Compliance

The FAA estimates that this AD affects 967 helicopters of U.S. Registry. The FAA estimates the following costs to comply with this AD.

ESTIMATED COSTS

Action	Labor cost	Parts cost	Cost per product	Cost on U.S. operators
Pre-flight check for lanyard interference.	0.5 work-hour × $85 per hour = $42.50 per inspection cycle.	$0	$42.50 per inspection cycle ...	$41,097.50 per inspection cycle.
Modification of lanyard attachment location.	1 work-hour × $85 per hour = $85.	0	$85	$82,195.

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 helicopters 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.

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:

2021–16–16 Airbus Helicopters: Amendment 39–21679; Docket No. FAA–2021–0449; Project Identifier 2018–SW–001–AD.

(a) Effective Date

This airworthiness directive (AD) is effective October 13, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Airbus Helicopters Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, and AS350D helicopters; and Model AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters, certificated in any category, with litter kits installed having any part number specified in paragraphs (c)(1) through (3) of this AD:

(1) Part number (P/N) 350–200034 (left-hand litter kit).

(2) P/N 350–200194 (left-hand litter kit).

(3) P/N 350–200144 (right-hand litter kit).

(d) Subject

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

(e) Unsafe Condition

This AD was prompted by reports that the lanyards (bead chain tethers), which hold the quick release pins to the forward bracket assembly of certain litter kits, can loop around the directional control pedal stubs, limiting the movement of the pedals, which affect the control of the flight. The FAA is issuing this AD to address interference between the litter kit lanyards and the flight controls. The unsafe condition, if not addressed, could result in limited flight control movement and difficulty controlling the helicopter.

(f) Compliance

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

(g) Required Actions

(1) For litter kits having any part specified in paragraphs (c)(1) through (3) of this AD: Prior to each flight until the modification required by paragraph (g)(2) of this AD is accomplished, do a pre-flight check to determine if there is interference (*e.g.* limited movement of the pedals due to the lanyards that hold the quick release pins to the forward bracket assembly being looped around the directional control pedal stubs) between the lanyards that hold the quick release pins to the forward bracket assembly and the pedals. If interference is found, before further flight, do the modification required by paragraph (g)(2) of this AD for the affected litter kit. The pre-flight check 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.

(2) Within 25 hours time-in-service (TIS) after the effective date of this AD, modify the attachment location of the lanyard for litter kits having any part specified in paragraphs (c)(1) through (3) of this AD. Do the modification in accordance with paragraph 3.B.2., ''Procedure,'' of the Accomplishment Instructions of Airbus Helicopters Service Bulletin SB–AHCA–128, Revision 0, dated March 24, 2017.

Note 1 to paragraph (g): Litter kits, P/N 350–200034 and P/N 350–200194, may have been installed under supplemental type certificate (STC) SR00406NY (for Model AS355E, AS355F, AS355F1, AS355F2, AS355N, and AS355NP helicopters) or STC SR00407NY (for Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, and AS350D helicopters). Litter kit P/N 350–200144 may have been installed under STC SR00458NY (for Model AS350BA, AS350B2, and AS350B3 helicopters).

(h) Parts Installation Limitation

As of the effective date of this AD, no person may install a litter kit having a part number identified in paragraphs (c)(1) through (3) of this AD, on any helicopter, unless the installation is modified as required by paragraph (g)(2) of this AD.

(i) Alternative Methods of Compliance (AMOCs)

(1) 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. 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 International Validation Branch, send it to the attention of the person identified in paragraph (j)(1) of this AD. Information may be emailed to: *9-AVS-AIR-730-AMOC@faa.gov.*

(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

(1) For more information about this AD, contact Andrea Jimenez, Aerospace Engineer, COS Program Management Section, Operational Safety Branch, Compliance & Airworthiness Division, FAA, 1600 Stewart Ave., Mail Stop: Room 410, Westbury, NY 11590; telephone (516) 228–7330; email *andrea.jimenez@faa.gov.*

(2) For information about AMOCs, contact the Manager, International Validation Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222–5110; email *9-AVS-AIR-730-AMOC@faa.gov.*

(3) The subject of this AD is addressed in Transport Canada AD CF–2017–37 dated December 19, 2017. You may view the Transport Canada AD at *https://www.regulations.gov* in Docket No. FAA–2021–0449.

(k) Material Incorporated by Reference

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

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

(i) Airbus Helicopters Service Bulletin SB–AHCA–128, Revision 0, dated March 24, 2017.

(ii) [Reserved]

(3) For service information identified in this AD, contact Airbus Helicopters, 2701 North 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: *fr.inspection@nara.gov,* or go to: *https://www.archives.gov/federal-register/cfr/ibr-locations.html.*

Issued on July 30, 2021.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021–19252 Filed 9–7–21; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2021–0379; Project Identifier MCAI–2021–00068–R; Amendment 39–21667; AD 2021–16–05]

RIN 2120–AA64

Airworthiness Directives; Airbus Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2016–12–51, which applied to all Airbus Helicopters Model AS332L2 and Model EC225LP helicopters. AD 2016–12–51 prohibited all further flight of Model AS332L2 and Model EC225LP helicopters. This AD requires replacing certain second stage planet gear assemblies, removing certain epicyclic modules, installing a full flow magnetic plug (FFMP), revising the existing