
DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 39
[Docket No. FAA–2020–0857; Project Identifier MCAI–2020–00707–A]

RIN 2120–AA64

Airworthiness Directives; Pilatus Aircraft Limited Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).


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Editorial Note: For Federal Register citations affecting § 121.201, see the List of CFR Sections Affected, which appears in the Finding Aids section of the printed volume and at www.govinfo.gov.

Jovita Carranza,
Administrator.
[FR Doc. 2020–21589 Filed 10–1–20; 8:45 am]
BILLING CODE 8026–03–P
this AD to address the unsafe condition on these products.

DATES: The FAA must receive comments on this proposed AD by November 16, 2020.

ADDRESSES: You may send comments, using the procedures found in 14 CFR 11.43 and 11.45, by any of the following methods:

- Federal eRulemaking Portal: Go to https://www.regulations.gov. Follow the instructions for submitting comments.
- Hand Delivery: Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this NPRM, contact Pilatus Aircraft Ltd., Customer Support General Aviation, CH–6371 Stans, Switzerland; telephone: +41 848 24 7 365; email: Techsupport@pilatus-aircraft.com; internet: https://www.pilatus-aircraft.com/en. 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.

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–2020–0857; 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 NPRM, any comments received, and other information. The street address for Docket Operations is listed above. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT:
Doug Rudolph, Aerospace Engineer, FAA, General Aviation & Rotorcraft Section, International Validation Branch, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329–4059; fax: (816) 329–4090; email: doug.rudolph@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

The FAA invites you to send any written relevant data, views, or arguments about this proposal. Send your comments or an address listed under the ADDRESSES section. Include “Docket No. FAA–2020–0857; Project Identifier MCAI–2020–00707–A” at the beginning of your comments. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. The FAA will consider all comments received by the closing date and may amend this proposal because of those comments. Except for Confidential Business Information (CBI) as described in the following paragraph, and other information as described in 14 CFR 11.35, the FAA will post all comments received, without change, to https://www.regulations.gov, including any personal information you provide. The agency will also post a report summarizing each substantive verbal contact received about this proposal.

Confidential Business Information

CBI is commercial or financial information that is both customarily and actually treated as private by its owner. Under the Freedom of Information Act (FOIA) (5 U.S.C. 552), CBI is exempt from public disclosure. If your comments responsive to this NPRM contain commercial or financial information that is customarily treated as private, that you actually treat as private, and that is relevant or responsive to this NPRM, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as “PROP.” The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this NPRM. Submissions containing CBI should be sent to Doug Rudolph, Aerospace Engineer, FAA, General Aviation & Rotorcraft Section, International Validation Branch, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329–4059; fax: (816) 329–4090; email: doug.rudolph@faa.gov. Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Discussion


Actions Since AD 2014–25–04 Was Issued


The FAA has determined that new and more restrictive airworthiness limitations, new life limits, and new inspection procedures are necessary, including for the stabilizer trim actuator and attachments, fuselage wing fittings, and wing-to-fuselage fittings. The FAA is proposing this AD to address reduced airplane controllability due to possible loss of structural integrity of certain parts.

Related Service Information Under 1 CFR Part 51

Pilatus has issued PC–6 Airworthiness Limitations Document Number 02334, Revision 9, dated March 6, 2020; and Section 04–00–00, Airworthiness Limitations of Chapter 04, Airworthiness Limitations, of the Pilatus PC–6 Aircraft Maintenance Program.
This proposed AD would require the operator to incorporate new airworthiness limitations section 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.

2. The FAA amends § 39.13 by:

   a. Removing Airworthiness Directive (AD) 2014–25–04, Amendment 39–18045 (79 FR 73803, December 12, 2014); and

   b. Adding the following new AD:


   (a) Comments Due Date

   The FAA must receive comments by November 16, 2020.

(b) Affected ADs


(c) Applicability


Note 1 to paragraph (c): These airplanes may also be identified as Fairchild Republic Company airplanes, Fairchild Industries airplanes, Fairchild Heli Porter airplanes, or Fairchild-Hiller Corporation airplanes.

(d) Subject

Air Transport Association (ATA) of America Code 05, Time Limits/Maintenance Checks.

(e) Reason

This AD was prompted by a determination that new and more restrictive airworthiness limitations, new life limits, and new inspection procedures are necessary. The FAA is issuing this AD to address reduced airplane controllability due to possible loss of structural integrity of certain parts.

(f) Airworthiness Limitations Revision

Unless already done, before further flight, comply with the actions specified in paragraphs (f)(1) through (3) of this AD.

(1) For Models PC–6/B2–H2 and PC–6/B2–H4 airplanes, revise the airworthiness limitations section (ALS) of the existing maintenance manual or instructions for continued airworthiness (ICA) for your airplane as follows:

   (i) Replace Section 04–90–00 with Section 04–90–00, Airworthiness Limitations, of Chapter 04, Airworthiness Limitations, of the
Pilatus PC–6 Aircraft Maintenance Manual Document Number 01975, Revision 29, dated February 28, 2020. (ii) Add Section 53–00–01, Chapter 53, Fuselage, of the Pilatus PC–6 Aircraft Maintenance Manual Document Number 01975, Revision 29, dated February 28, 2020. (iii) Add Section 57–00–03, Chapter 57, Wings, of the Pilatus PC–6 Aircraft Maintenance Manual Document Number 01975, Revision 29, dated February 28, 2020. (2) For all airplanes specified in paragraph (c) of this AD except Models PC–6/B2–H2 and PC–6/B2–H4 airplanes, revise the ALS of the existing maintenance manual or ICA for your airplane as follows: (i) Replace the ALS with the Airworthiness Limitations Section of Pilatus PC–6 Airworthiness Limitations Document Number 02334, Revision 9, dated March 6, 2020. (ii) Add Appendix K of Pilatus PC–6 Airworthiness Limitations Document Number 02334, Revision 9, dated March 6, 2020. (iii) Add Appendix L of Pilatus PC–6 Airworthiness Limitations Document Number 02334, Revision 9, dated March 6, 2020. (3) For all airplanes specified in paragraph (c) of this AD, after revising the ALS as required by paragraphs (f)(1) and (2) of this AD, remove from service each part that has reached or exceeded its new life limit. (g) One-Time Eddy Current Inspection Unless already done, within 1,100 hours time-in-service after the effective date of this AD or within 12 months after the effective date of this AD, whichever occurs first, perform an eddy current inspection of each fuselage wing fitting and each wing to fuselage fitting using the procedures specified in paragraphs (f)(1)(i) and (iii) of this AD, or paragraphs (f)(2)(i) and (iii) of this AD, as applicable to your airplane. Thereafter, repeat the eddy current inspection of each fuselage wing fitting and each wing to fuselage fitting at the intervals specified in the ALS identified in paragraph (f)(1)(i) or (f)(2)(i), as applicable to your airplane. (h) No Alternative Actions or Intervals After the ALS has been revised as required by paragraph (f) of this AD, no alternative inspection intervals or procedures may be approved, except as provided in paragraph (i) of this AD. (i) Other FAA AD Provisions Alternative Methods of Compliance (AMOCs): 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 Doug Rudolph, Aerospace Engineer, FAA, General Aviation & Rotorcraft Section, International Validation Branch, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329–4059; fax: (816) 329–4090; email: doug.rudolph@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. (j) Related Information (1) Refer to Mandatory Continuing Airworthiness Information (MCAI) European Union Aviation Safety Agency (EASA) AD No. 2018–0285, dated December 20, 2018, and EASA AD No. 2020–0120, dated May 27, 2020, for related information. This MCAI may be found in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA–2020–0857. (2) For more information about this AD, contact Doug Rudolph, Aerospace Engineer, FAA, General Aviation & Rotorcraft Section, International Validation Branch, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329–4059; fax: (816) 329–4090; email: doug.rudolph@faa.gov. (3) For service information identified in this AD, contact Pilatus Aircraft Ltd., Customer Support General Aviation, CH–6371 Stans, Switzerland; telephone: +41 848 24 7 365; email: Techsupport@pilatus-aircraft.com; internet: https://www.pilatus-aircraft.com/en. 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. Issued on September 25, 2020. Lance T. Gant, Director, Compliance & Airworthiness Division, Aircraft Certification Service. [FR Doc. 2020–21794 Filed 10–1–20; 8:45 am] BILLING CODE 4910–13–P DEPARTMENT OF TRANSPORTATION Federal Aviation Administration 14 CFR Part 71 [Docket No. FAA–2020–0664; Airspace Docket No. 20–ACE–15] RIN 2120–AA66 Proposed Revocation and Amendment of Class E Airspace; Orange City, and Le Mars, IA AGENCY: Federal Aviation Administration (FAA), DOT. ACTION: Notice of proposed rulemaking (NPRM). SUMMARY: This action proposes to remove the Class E airspace extending upward from 700 feet above the surface at Orange City Municipal Airport, Orange City, IA and amend the Class E airspace extending upward from 700 feet above the surface at the Le Mars Municipal Airport, Le Mars, IA. The FAA is proposing this action; as the result of an airspace review caused by the decommissioning of the Orange City (ORC) non-directional beacon (NDB), and the Automated Weather Observing System (AWOS) navigation aids, and the closure of the Orange City Municipal Airport. DATES: Comments must be received on or before November 16, 2020. ADDRESSES: Send comments on this proposal to the U.S. Department of Transportation, Docket Operations, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC 20590; telephone (202) 366–9826, or (800) 647–5527. You must identify FAA Docket No. FAA–2020–0664; Airspace Docket No. 20–ACE–15, at the beginning of your comments. You may also submit comments through the internet at https://www.regulations.gov. You may view the public docket containing the proposal, any comments received, and any final disposition in person in the Dockets Office between 9:00 a.m. and 5:00 p.m., Monday through Friday, except federal holidays. FAA Order 7400.11E, Airspace Designations and Reporting Points, and subsequent amendments can be viewed online at https://www.faa.gov/air_traffic/publications/. For further information, you can contact the FAA Office of Airspace Policy Group, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591; telephone: (202) 267–8783. The Order is also available for inspection at the National Archives and Records Administration (NARA). For information on the availability of FAA Order 7400.11E at NARA, email fedreg.legal@nara.gov or go to https://www.archives.gov/federal-register/cfr/ibr-locations.html. FOR FURTHER INFORMATION CONTACT: Rebecca Shelby, Federal Aviation Administration, Operations Support Group, Central Service Center, 10101 Hillwood Parkway, Fort Worth, TX 76177; telephone (817) 222–5857. SUPPLEMENTARY INFORMATION: Authority for this Rulemaking The FAA’s authority to issue rules regarding aviation safety is found in Title 49 of the United States Code. 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. This rulemaking is promulgated under the authority described in Subtitle VII, Part A, Subpart 1, Section 40103. Under that section, the FAA is charged with prescribing regulations to assign the use of airspace necessary to ensure the safety of aircraft and the efficient use of airspace. This regulation is within the scope of that authority as it would...