

information directly to the Large Aircraft Section, International Validation Branch, send it to the attention of the person identified in paragraph (k) of this AD. Information may be emailed to: 9-AVS-AIR-730-AMOC@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards 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, Large Aircraft Section, International Validation 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):* Except as required by paragraph (j)(2) of this AD and as specified in paragraph (i) of this AD, if any service information referenced in EASA AD 2020-0258 contains paragraphs that are labeled as RC, the instructions in RC paragraphs, including subparagraphs under an RC paragraph, must be done to comply with this AD; any paragraphs, including subparagraphs under those paragraphs, that are not identified as RC are recommended. The instructions in paragraphs, including subparagraphs under those paragraphs, 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 instructions identified as RC can be done and the airplane can be put back in an airworthy condition. Any substitutions or changes to instructions identified as RC require approval of an AMOC.

(k) Related Information

For more information about this AD, contact Sanjay Ralhan, Aerospace Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; telephone and fax 206-231-3223.

(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.

(3) The following service information was approved for IBR on January 4, 2021.

(i) European Union Aviation Safety Agency (EASA) AD 2020-0258, dated November 18, 2020; corrected November 19, 2020.

(ii) [Reserved]

(4) For EASA AD 2020-0258, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000; 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>.

(5) You may view this material at the FAA, Airworthiness Products Section, Operational

Safety 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-2020-1121.

(6) 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: <https://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued on December 7, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020-27975 Filed 12-15-20; 4:15 pm]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2020-1032; Project Identifier MCAI-2020-00856-E; Amendment 39-21338; AD 2020-24-08]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce Deutschland Ltd & Co KG (Type Certificate Previously Held by Rolls-Royce plc) Turbofan Engines

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Rolls-Royce Deutschland Ltd & Co KG (Type Certificate Previously Held by Rolls-Royce plc) (RRD) RB211 Trent 768-60, 772-60, 772B-60 and 772C-60 model turbofan engines. This AD requires replacement of high-pressure turbine (HPT) blades with parts eligible for installation before exceeding specified flight cycles since new. This AD was prompted by several reports from the manufacturer that HPT blades on RB211 Trent 700 model turbofan engines have been subject to high levels of corrosion fatigue, leading to blade cracking and eventual release, resulting in an aborted take-off and in-flight shut-downs. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective January 4, 2021.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of January 4, 2021.

The FAA must receive comments on this AD by February 1, 2021.

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.

- *Fax:* (202) 493-2251.

- *Mail:* U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590.

- *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 final rule, contact Rolls-Royce plc, P.O. Box 31, Derby, DE24 8BJ, United Kingdom, phone: +44 (0)1332 242424; website: <https://www.rolls-royce.com/contact-us.aspx>. You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (781) 238-7759. It is also available at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-1032.

Examining the AD Docket

You may examine the AD docket at <https://www.regulations.gov> by searching for and locating Docket No. FAA-2020-1032; 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, any comments received, and other information. The street address for the Docket Operations is listed above.

FOR FURTHER INFORMATION CONTACT: Scott Stevenson, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238-7132; fax: (781) 238-7199; email: Scott.M.Stevenson@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued EASA AD No. 2018-0291, dated December 21, 2018 (referred to after this as "the MCAI"), to address the unsafe condition for the specified products. The MCAI states:

HP turbine blades on a number of Trent 700 engines have been subject to high levels of corrosion fatigue, leading to blade cracking and eventual release. This has caused a

number of aborted take-off and in-flight shut-down events. Sampling has identified that corrosion fatigue affects blades at varying rates, likely dependent on environmental, operational and individual blade conditions.

This condition, if not corrected, could lead to blade failure and subsequent increased risk of high energy debris release, possibly resulting in damage to, and reduced control of, the aeroplane.

To address this potential unsafe condition, RR issued the NMSB to provide instructions for removal from service of certain engines where a higher level of corrosion exposure is expected for the affected blades.

For the reason described above, this [EASA] AD requires removal from service of certain engines, to be corrected in shop.

You may obtain further information by examining the MCAI in the AD docket at <https://www.regulations.gov> by searching for and locating Docket No. FAA–2020–1032.

Related Service Information Under 14 CFR Part 51

The FAA reviewed Rolls-Royce RB211 Trent 700 Series Alert Non-Modification Service Bulletin (NMSB) RB.211–72–AK165, dated November 26, 2018. The Alert NMSB describes procedures for removal of specific engines, identified by serial number, to enable replacement of potentially corrosion-fatigued HPT blades. The FAA also reviewed Task 72–41–52–200–800—General Data for the Inspection of the High Pressure (HP) Turbine Blades, dated June 10, 2011, from the (Rolls-Royce) RR Trent-768–60/15 Engine Manual. This Task describes procedures for inspection of the HPT blades. 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 **ADDRESSES**.

FAA's Determination

This product has been approved by EASA and is approved for operation in the United States. Pursuant to our bilateral agreement with the European Community, EASA has notified us of the unsafe condition described in the MCAI and service information referenced above. The FAA is issuing this AD because it evaluated all the relevant information provided by EASA and determined that the unsafe condition described previously is likely

to exist or develop in other products of the same type design.

AD Requirements

This AD requires replacement of HPT blades on affected engines prior to accumulating a specified number of flight cycles since new, or before further flight, whichever occurs later.

Justification for Immediate Adoption and Determination of the Effective Date

Section 553(b)(3)(B) of the Administrative Procedure Act (APA) (5 U.S.C.) authorizes agencies to dispense with notice and comment procedures for rules when the agency, for “good cause,” finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” Under this section, an agency, upon finding good cause, may issue a final rule without providing notice and seeking comment prior to issuance. Further, section 553(d) of the APA authorizes agencies to make rules effective in less than 30 days, upon a finding of good cause.

The FAA has found the risk to the flying public justifies waiving notice and comment prior to adoption of this rule because no domestic operators use this product. It is unlikely that the FAA will receive any adverse comments or useful information about this AD from U.S. operators. Accordingly, notice and opportunity for prior public comment are unnecessary, pursuant to 5 U.S.C. 553(b)(3)(B). In addition, for the foregoing reasons, the FAA finds that good cause exists pursuant to 5 U.S.C. 553(d) for making this amendment effective in less than 30 days.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety and was not preceded by notice and an opportunity for public comment. However, the FAA invites you to send any written data, views, or arguments about this final rule. Send your comments to an address listed under the **ADDRESSES** section. Include the FAA–2020–1032 and Project Identifier MCAI–2020–00856–E 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 final rule 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 FAA will also post a report summarizing each substantive verbal contact received about this final rule.

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 final rule 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 final rule, it is important that you clearly designate the submitted comments as CBI. Please mark each page of your submission containing CBI as “PROPIN.” The FAA will treat such marked submissions as confidential under the FOIA, and they will not be placed in the public docket of this final rule. Submissions containing CBI should be sent to Scott Stevenson, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803. Any commentary that the FAA receives which is not specifically designated as CBI will be placed in the public docket for this rulemaking.

Regulatory Flexibility Act

The requirements of the Regulatory Flexibility Act (RFA) do not apply when an agency finds good cause pursuant to 5 U.S.C. 553 to adopt a rule without prior notice and comment. Because the FAA has determined that it has good cause to adopt this rule without notice and comment, RFA analysis is not required.

Costs of Compliance

The FAA estimates that this AD affects 0 engines installed on airplanes 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
Remove and replace HPT blades	52 work hours × \$85 per hour = \$4,420	\$1,500,000	\$1,504,420	\$0

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, and
- (2) Will not affect intrastate aviation in Alaska.

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 (AD):

2020–24–08 Rolls-Royce Deutschland Ltd & Co KG (Type Certificate Previously Held by Rolls-Royce plc): Amendment 39–

21338; Docket No. FAA–2020–1032; Project Identifier MCAI–2020–00856–E.

(a) Effective Date

This AD is effective January 4, 2021.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Rolls-Royce Deutschland Ltd & Co KG (Type Certificate Previously Held by Rolls-Royce plc) (RRD) RB211 Trent 768–60, 772–60, 772B–60, and 772C–60 model turbofan engines with an engine serial number (ESN) identified in Table 1 or Table 2 of Appendix 1 of Rolls-Royce (RR) RB211 Trent 700 Series Alert Non-Modification Service Bulletin RB.211–72–AK165, dated November 26, 2018 (the NMSB).

(d) Subject

Joint Aircraft System Component (JASC) Code/Air Transport Association (ATA) of America Code 7250—Turbine Section.

(e) Unsafe Condition

This AD was prompted by a determination by the manufacturer that high-pressure turbine (HPT) blades on several RB211 Trent 700 model turbofan engines have been subject to high levels of corrosion fatigue, leading to HPT blade cracking and eventual release. The FAA is issuing this AD to prevent failure of the HPT blades. The unsafe condition, if not addressed, could result in blade failure and subsequent release of high-energy debris, possibly resulting in damage to, and reduced control of, the airplane.

(f) Compliance

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

(g) Required Actions

(1) For engines with an ESN listed in Table 1 of Appendix 1 of the NMSB, prior to each HPT blade accumulating 3,500 flight cycles since new, or before further flight after the effective date of this AD, whichever occurs later, remove the HPT blade from service and replace with a part eligible for installation.

(2) For engines with an ESN listed in Table 2 of Appendix 1 of the NMSB, prior to each HPT blade accumulating 5,800 flight cycles since new, or before further flight after the effective date of this AD, whichever occurs later, remove the HPT blade from service and replace with a part eligible for installation.

(3) If the flight cycles since new of an HPT blade are unable to be determined, use the flight cycles since new, flight cycles since refurbishment, or flight cycles since overhaul of the HPT module.

(h) Definition

For the purpose of this AD, "a part eligible for installation" is:

- (1) An HPT blade that has:
 - (i) Been removed from an engine with a serial number listed in Table 1 of the NMSB; and
 - (ii) not exceeded 3,500 flight cycles since new; and
 - (iii) before installation, passed an inspection (no crack detected) in accordance

with Task 72–41–52–200–800—General Data for the Inspection of the High Pressure (HP) Turbine Blades, dated June 10, 2011, from the (Rolls-Royce) RR Trent-768–60/15 Engine Manual (RR Task 72–41–52–200–800); or

(2) An HPT blade that has:

- (i) Been removed from an engine with a serial number listed in Table 2 of the NMSB; and

(ii) not exceeded 5,800 flight cycles since new; and

(iii) before installation, passed an inspection (no crack detected) in accordance with Task 72–41–52–200–800—General Data for the Inspection of the High Pressure (HP) Turbine Blades, dated June 10, 2011, from the RR Trent-768–60/15 Engine Manual (RR Task 72–41–52–200–800); or

(3) An HPT blade with zero flight cycles since new.

(i) No Reporting Requirements

The reporting requirements specified in paragraph R. of RR Task 72–41–52–200–800 are not required by this AD.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, ECO 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 Related Information. You may email your request to: ANE-AD-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.

(k) Related Information

(1) For more information about this AD, contact Scott Stevenson, Aviation Safety Engineer, ECO Branch, FAA, 1200 District Avenue, Burlington, MA 01803; phone: (781) 238–7132; fax: (781) 238–7199; email: Scott.M.Stevenson@faa.gov.

(2) Refer to European Aviation Safety Agency (EASA) AD No. 2018–0291, dated December 21, 2018, for more information. You may examine the EASA AD in the AD docket at <https://www.regulations.gov> by searching for and locating it in Docket No. FAA–2018–1032.

(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 the AD specifies otherwise.

(i) Rolls-Royce RB211 Trent 700 Series Alert Non-Modification Service Bulletin RB.211–72–AK165, dated November 26, 2018.

(ii) Task 72–41–52–200–800—General Data for the Inspection of the High Pressure (HP) Turbine Blades, dated June 10, 2011, from

the (Rolls-Royce) RR Trent-768–60/15 Engine Manual.

(3) For service information identified in this AD, contact Rolls-Royce plc, P.O. Box 31, Derby, DE24 8BJ, United Kingdom, phone: +44 (0)1332 242424; website: <https://www.rolls-royce.com/contact-us.aspx>.

(4) You may view this service information at the FAA, Airworthiness Products Section, Operational Safety Branch, 1200 District Avenue, Burlington, MA 01803. For information on the availability of this material at the FAA, call (781) 238–7759.

(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 November 17, 2020.

Lance T. Gant,

Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2020–27897 Filed 12–17–20; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. **FAA–2020–0572**; Product Identifier **2017–SW–056–AD**; Amendment **39–21358**; AD **2020–26–03**]

RIN 2120–AA64

Airworthiness Directives; Airbus Helicopters Deutschland GmbH Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2007–26–51 which applied to certain Airbus Helicopters Deutschland GmbH Model EC135 helicopters. AD 2007–26–51 required inspecting the tail rotor control rod (control rod) and ball pivot and, depending on findings, replacing those parts. This new AD requires inspecting certain ball pivots, applying corrosion preventative compound on the ball pivot, and corrective action, as applicable. This AD also requires replacing the control rod with a newly developed control rod. This AD was prompted by the manufacturer's development of a new control rod, which the FAA has determined must be installed in order to address the identified unsafe condition. The actions of this AD are intended to address an unsafe condition on these products.

DATES: This AD is effective January 22, 2021.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of January 22, 2021.

ADDRESSES: For service information identified in this final rule, 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 this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N–321, Fort Worth, TX 76177. It is also available on the internet at <https://www.regulations.gov> by searching for and locating Docket No. **FAA–2020–0572**.

Examining the AD Docket

You may examine the AD docket on the internet at <https://www.regulations.gov> in Docket No. **FAA–2020–0572**; 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 AD, the European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD, any service information that is incorporated by reference, 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:

David Hatfield, Aviation Safety Engineer, Aircraft Systems Section, Technical Innovation Policy Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817–222–5116; email David.Hatfield@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to remove AD 2007–26–51, Amendment 39–15357 (73 FR 6008, February 1, 2008) (AD 2007–26–51), and add a new AD. AD 2007–26–51 applied to certain Airbus Helicopters Deutschland GmbH (type certificate previously held by Eurocopter Deutschland GmbH) Model EC135 helicopters, serial number (S/N) 0005 up to and including S/N 0444, except S/N 0028, and with control rod part number (P/N) L672M2005207, installed. The NPRM was published in the **Federal Register** on June 18, 2020 (85 FR 36816). The NPRM proposed to require inspecting certain ball pivots for

damage and freedom of movement, applying corrosion preventative compound on the ball pivot, and corrective action, as applicable. The NPRM also proposed to require replacing the control rod with the newly developed control rod that the FAA determined was necessary to address the unsafe condition.

The NPRM was prompted by EASA AD No. 2010–0227R1, dated April 7, 2017 (referred to after this as the Mandatory Continuing Airworthiness Information, or “the MCAI”), issued by EASA, which is the Technical Agent for the Member States of the European Union, to correct an unsafe condition for all Model EC135 P1, EC135 P2, EC135 P2+, EC135 T1, EC 135 T2, and EC135 T2+ helicopters; and Model EC635 T1, EC635 P2+, and EC635 T2+ helicopters. EASA advises that in 2007 an accident occurred on an EC135 helicopter in Japan. Preliminary investigation results indicated that loss of control was due to failure of the control rod. EASA issued EASA Emergency AD 2007–0301–E, dated December 13, 2007 (EASA AD 2007–0301–E) to inspect the affected control rod P/N L672M2005207 and the ball pivot (which correspond to the actions required by AD 2007–26–51). EASA AD 2007–0301–E was subsequently superseded by EASA AD 2007–0313, dated December 21, 2007, to require repetitive inspections and, depending on findings, the replacement of the control rod and ball pivot, only for helicopters not equipped with an automatic flight control system (AFCS). After review of the inspection results, EASA issued EASA AD 2008–0064, dated April 4, 2008, and later revised to EASA AD 2008–0064 R1, dated April 15, 2008 (EASA AD 2008–0064 R1), to apply the requirements to helicopters equipped with an AFCS.

EASA also advises that after EASA AD 2008–0064R1 was issued, Eurocopter Deutschland GmbH developed a new control rod P/N L672M2006101, installation of which constituted terminating action for the repetitive inspections. Consequently, EASA issued EASA AD 2010–0227, dated November 3, 2010, and corrected November 8, 2010, retaining the requirements of EASA AD 2008–0064R1, and requiring the replacement of control rod P/N L672M2005207 with the new control rod P/N L672M2006101. The FAA has determined that this new control rod must be installed in order to address the unsafe condition.

In addition, EASA advises that following a review of data and feedback received from in-service helicopters, it