(1) Bell Model 206B, serial number (S/N) 004 through 4690 inclusive, including helicopters converted from Model 206A; and

Note 1 to paragraph (a)(1): Helicopters with a 206B3 designation are Model 206B helicopters.

(2) Bell Model 206L, S/N 45001 through 45153 inclusive, and 46601 through 46617 inclusive.

(b) Unsafe Condition

This AD defines the unsafe condition as a third stage turbine vibration. This condition could result in turbine failure, engine power loss, and subsequent loss of control of the helicopter.

(c) Affected ADs

This AD supersedes AD 2013–20–13, Amendment 39–17619 (78 FR 66252, November 5, 2013).

(d) Comments Due Date

The FAA must receive comments by April 26, 2021.

(e) 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.

(f) Required Actions

Within 25 hours time-in-service:

(1) For Bell Model 206B helicopters:
   (i) Revise the existing Rotorcraft Flight Manual (RFM) for your helicopter by inserting Section 1, Operating Limitations, page 1–2A, of Bell Model 206B RFM BHT–206L–FM–1, Revision B–54, dated May 30, 2018 (BHT–206L–FM–1) or Section 1, Limitations, page 1–5, of Bell Model 206B3 RFM BHT–206B3–FM–1, Revision 17, dated May 30, 2018 (BHT–206B3–FM–1), as applicable to your helicopter. Inserting a different document with “Steady-state operation” information identical to page 1–2A of BHT–206L–FM–1 or page 1–5 of BHT–206B3–FM–1, as applicable to your helicopter, is acceptable for compliance with the requirements of this paragraph.
   (ii) Revise the existing RFM for your helicopter by inserting Section 2, Normal Procedures, page 2–8 of BHT–206L–FM–1 or page 2–10 of BHT–206B3–FM–1, as applicable to your helicopter. Inserting a different document with “Continuous Operation” information identical to page 2–8 of BHT–206L–FM–1 or page 2–10 of BHT–206B3–FM–1, as applicable to your helicopter, is acceptable for compliance with the requirements of this paragraph.

(2) For Bell Model 206L helicopters:
   (i) Revise the existing RFM for your helicopter by inserting Section 1, Operating Limitations, page 1–4B, of Bell Model 206L RFM BHT–206L–FM–1, Revision 31, dated May 30, 2018 (BHT–206L–FM–1). Inserting a different document with “Steady-state operation” information identical to page 1–

4B of BHT–206L–FM–1 is acceptable for compliance with the requirements of this paragraph.

   (ii) Revise the existing RFM for your helicopter by inserting Section 2, Normal Procedures, page 2–10 of BHT–206L–FM–1. Inserting a different document with “Continuous Operation” information identical to page 2–10 of BHT–206L–FM–1 is acceptable for compliance with the requirements of this paragraph.


(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, International Validation Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Michael Hugliet, Aviation Safety Engineer, General Aviation & Rotorcraft Section, International Validation Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone 817–222–5889; email 9-AVS-AIR-730-AMOCs@faa.gov.

   (2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subparagraph 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) Bell Alert Service Bulletin (ASB) 206–07–115, Revision D, and ASB 206L–07–146, Revision C, each dated July 9, 2018, which are not incorporated by reference, contain additional information about the subject of this AD. For a copy of this service information, contact Bell Textron Canada Limited, 12,800 Rue de l’Avenir, Mirabel, Quebec J7J 1R4; telephone 450–437–2862 or fax 450–433–0272; or at https://www.bellcustomer.com. 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.

   (2) The subject of this AD is addressed in Transport Canada AD on the internet in the Joint Aircraft Service Component (JASC) Code: 7250, Turbine Section. The FAA must receive comments on this proposed AD by April 26, 2021.

ADDRESSSES: You may send comments, using the procedures found in 14 CFR 11.33 and 11.45, by any of the following methods:

• Fax: 202–493–2251.
• Hand Delivery: Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For material that is proposed for IBR in this AD, contact the EASA, Konrad-Adenauer-Ufer 3, 50668 Cologne, Germany; telephone +49 221 8999 000;
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 "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 NPRM. Submissions containing CBI should be sent to Kathleen Arrigotti, Aviation Safety Engineer, Large Aircraft Section, International Validation Branch, FAA, 2200 South 216th St., Des Moines, WA 98198; phone and fax: 206–231–3218; email: kathleen.arrigotti@faa.gov. Any commentary that the FAA receives that is not specifically designated as CBI will be placed in the public docket for this rulemaking.

**Discussion**

The EASA (now European Union aviation authorities (CAAs) to access to it through their normal course of business or by the means identified in the ADDRESSES section.

**FAA’s Determination and Requirements of This Proposed AD**

This product has been approved by the aviation authority of another country, and is approved for operation in the United States. Pursuant to the bilateral agreement with the State of Design Authority, the FAA has been notified of the unsafe condition described in the MCAI referenced above. The FAA is proposing this AD after evaluating all the relevant information and determining the unsafe condition described previously is likely to exist or develop in other products of the same type design.

**Proposed AD Requirements**

This proposed AD would require accomplishing the actions specified in EASA AD 2017–0177, described previously, as incorporated by reference, except for any differences identified as exceptions in the regulatory text of this proposed AD.

**Explanation of Required Compliance Information**

In the FAA’s ongoing efforts to improve the efficiency of the AD process, the FAA initially worked with Airbus and EASA to develop a process to use certain EASA ADs as the primary source of information for compliance with requirements for corresponding FAA ADs. The FAA has since coordinated with other manufacturers and civil aviation authorities (CAAs) to
use this process. As a result, EASA AD 2017–0177 will be incorporated by reference in the FAA final rule. This proposed AD would, therefore, require compliance with EASA AD 2017–0177 in its entirety, through that incorporation, except for any differences identified as exceptions in the regulatory text of this proposed AD. Using common terms that are the same as the heading of a particular section in the EASA AD does not mean that operators need comply only with that section. For example, where the AD requirement refers to “all required actions and compliance times,” compliance with this AD requirement is not limited to the section titled “Required Action(s) and Compliance Time(s)” in the EASA AD. Service information specified in EASA AD 2017–0177 that is required for compliance with EASA AD 2017–0177 will be available on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA–2020–1171 after the FAA final rule is published.

**Costs of Compliance**

The FAA estimates that this proposed AD affects 175 helicopters of U.S. registry. The FAA estimates the following costs to comply with this proposed AD:

**Estimated Costs of On-Condition Action**

<table>
<thead>
<tr>
<th>Labor cost</th>
<th>Parts cost</th>
<th>Cost per product</th>
<th>Cost on U.S. operators</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 work-hours × $85 per hour = $170</td>
<td>$1,306</td>
<td>$1,476</td>
<td>$258,300</td>
</tr>
</tbody>
</table>

* The FAA has received no definitive data regarding the parts cost, therefore this table does not include estimated costs for parts.

According to the manufacturer, some or all of the costs of this proposed AD may be covered under warranty, thereby reducing the cost impact on affected operators. The FAA does not control warranty coverage for affected operators. As a result, the FAA has included all known costs in the cost estimate.

**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**

The FAA determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would 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 this proposed regulation:

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 Proposed Amendment**

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 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:

   **Airbus Helicopters Deutschland GmbH:**


   (a) Comments Due Date

   The FAA must receive comments by April 26, 2021.

   (b) Affected Airworthiness Directives (ADs)

   None.

   (c) Applicability

   This AD applies to Airbus Helicopters Deutschland GmbH Model MBB–BK 117 C–2 and Model MBB–BK 117 D–2 helicopters, certificated in any category, all manufacturer serial numbers, except the Model MBB–BK117 C–2(e) configuration.

   **Note 1 to paragraph (c):** Model MBB–BK117 C–2 helicopters utilizing a Garmin 500H flight display system are designated by EASA as Model MBB–BK117 C–2(e) configuration.

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**ESTIMATED COSTS OF ON-CONDITION ACTION**

<table>
<thead>
<tr>
<th>Labor cost</th>
<th>Parts cost</th>
<th>Cost per product</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 work-hours × $85 per hour = $170</td>
<td>$170 (*)</td>
<td>$170 (*)</td>
</tr>
</tbody>
</table>

* The FAA has not received any definitive data regarding the parts cost, therefore this table does not include estimated costs for parts.
Flight Standards District Office, as
In accordance with 14 CFR 39.19, send your
using the procedures found in 14 CFR 39.19.
(1) Alternative Methods of Compliance
(AMOCs)
(1) The Manager, Strategic Policy
Rerotcraft Section, 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 Strategic Policy
Rerotcraft Section, send it to: Manager,
Strategic Policy Rerotcraft Section, FAA,
10101 Hillwood Pkwy., Fort Worth, TX
76177; telephone 817–222–5110; email 9–
ASW-FTW-AMOC-Requests@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 EASA AD 2017–0177, contact the EASA,
Konrad-Adenauner-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. You may view this
material 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.
(2) For more information about this AD,
contact Kathleen Arrigotti, Aviation Safety
Engineer, Large Aircraft Section,
International Validation Branch, FAA, 2200
South 216th St., Des Moines, WA 98198;
phone and fax: 206–231–3218; email:
kathleen.arrigotti@faa.gov.
Issued on January 5, 2021.
Gaetano A. Sciortino,
Deputy Director for Strategic Initiatives,
Compliance & Airworthiness Division,
Aircraft Certification Service.
[FR Doc. 2021–05086 Filed 3–10–21; 8:45 am]
BILLING CODE 4910–13–P
DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
14 CFR Part 39
[Docket No. FAA–2021–0142; Project
Identifier MCAI–2020–01400–T]
RIN 2120–AA64
Airworthiness Directives; Airbus SAS
Airplanes
AGENCY: Federal Aviation
Administration (FAA), DOT.
ACTION: Notice of proposed rulemaking
(NPRM).
SUMMARY: The FAA proposes to adopt a
new airworthiness directive (AD) for
certain Airbus SAS Model A350–941 and
–1041 airplanes. This proposed AD
was prompted by a report of in-
production findings of missing or
incorrect application of the lightning
strike edge sealant protection at
specific locations in the wing tanks.
This proposed AD would require an
inspection for missing or incorrect
application of the lightning strike edge
sealant protection at certain
locations in the wing tanks, and
corrective action, as specified in
a European Union Aviation Safety
Agency (EASA) AD, which is proposed for
incorporation by reference. The FAA
is proposing this AD to address the
unsafe condition on these products.
DATES: The FAA must receive comments
on this proposed AD by April 26, 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 EASA material that will be
incorporated by reference (IBR) in this
AD, contact the EASA, Konrad-
Adenauner-Ufer 3, 50668 Cologne,
Germany; telephone +49 221 8999 000;
email ADs@easa.europa.eu; internet
www.easa.europa.eu. You may find this
IBR 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.
It is also available in the AD docket
on the internet at https://
www.regulations.gov by searching for
and locating Docket No. FAA–2021–
0142.
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–2021–
0142; 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.
FOR FURTHER INFORMATION CONTACT:
Kathleen Arrigotti, Aerospace Engineer,
Large Aircraft Section, International
Validation Branch, FAA, 2200 South
216th St., Des Moines, WA 98198;
telephone and fax 206–231–3218; email
kathleen.arrigotti@faa.gov.