This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect, most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

The Code of Federal Regulations is sold by the Superintendent of Documents.

DEPARTMENT OF THE TREASURY

2 CFR Part 1000

Uniform Administrative Requirements, Cost Principles, and Audit

Requirements for Federal Awards; Technical Amendment

AGENCY: Department of the Treasury.

ACTION: Final rule; technical amendment.

SUMMARY: This technical amendment makes nonsubstantive corrections in the Department’s conforming regulations under the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

DATES: Effective June 2, 2021.

FOR FURTHER INFORMATION CONTACT: Blossom Butcher-Sumner, Attorney Advisor (Banking & Finance), Office of the General Counsel, 202–622–0451.

SUPPLEMENTARY INFORMATION: On January 27, 2016 (81 FR 4573), the Department adopted as a final rule the Office of Management and Budget’s (OMB) regulations for all Federal award-making agencies, the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.


DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

Airworthiness Directives; Airbus Helicopters Deutschland GmbH

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA is superseding Airworthiness Directive (AD) 2019–07–07 for various Airbus Helicopters Deutschland GmbH (Airbus Helicopters) Model MB–BK117 and Model BO–105 helicopters. AD 2019–07–07 required removing certain part numbered swashplate bellows (bellows) from service, cleaning and inspecting certain parts, and depending on the inspection results removing certain parts from service, applying torque, and repetitively inspecting the swashplate assembly (swashplate). This AD retains certain requirements of AD 2019–07–07, expands the installation prohibition, adds additional inspections, and updates the applicable service information. The FAA is issuing this AD to address an unsafe condition on these products.

DATES: This AD is effective July 7, 2021.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of July 7, 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. For more information on the availability of this material at the FAA, call (817) 222–5110. It is also available on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA–2021–0135.

Examining the AD Docket

You may examine the AD docket on the internet at https://www.regulations.gov in Docket No. FAA–2021–0135; 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: Matt Fuller, AD Program Manager, Operational Safety Branch, Airworthiness Products Section, General Aviation & Rotorcraft Unit,
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European Union, to correct an unsafe condition on these helicopters. The FAA reviewed the 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.

Related Service Information Under 1 CFR Part 51


Differences Between This AD and the EASA AD

The EASA AD requires compliance within different time intervals for some actions than what this AD requires. The EASA AD allows a non-cumulative tolerance of 10 percent that may be applied to the compliance times, and this AD does not. This AD applies to Model MBB–BK 117D–2 helicopters while the EASA AD does not. The EASA AD applies to Model BO–105D helicopters, while this AD does not. The EASA AD requires reporting corrosion to Airbus Helicopters while this AD does not.

Costs of Compliance

The FAA estimates that this AD affects 211 helicopters of U.S. Registry. Labor rates are estimated at $85 per work-hour. Based on these numbers, the FAA estimates that operators may incur the following costs in order to comply with this AD.

Inspecting the swashplate assembly takes about 3 work-hours for an estimated cost of $255 per helicopter and $53,805 for the U.S. fleet per inspection cycle.

Repairs a scratched support tube takes about 3 work-hours for an estimated cost of $255 per helicopter.

Replacing a corroded or damaged clamp takes about 2 work-hours and parts cost about $8 for a cost of $178 per helicopter.

Replacing corroded ball bearings takes about 4 work-hours and parts cost about $3,000 for a cost of $3,340 per helicopter.

Removing foreign objects from the outer deflection ring takes about 2 work-hours for an estimated cost of $170 per helicopter.

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 has determined that this AD will not have federalism implications under Executive Order 13132. This AD will not have a substantial direct effect on 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:
a. Removing Airworthiness Directive (AD) 2019–07–07, Amendment 39–19618 (84 FR 16394, April 19, 2019); and
b. Adding the following new AD:


(a) Effective Date
This airworthiness directive (AD) is effective July 7, 2021.

(b) Affected ADs

(c) Applicability

(d) Subject
Joint Aircraft Service Component (JASC) Code: 6200, Main Rotor System.

(e) Unsafe Condition
This AD was prompted by a lower clamp found missing from the swashplate bellows (bellows) and damaging the swashplate bearing ring before becoming detached. The FAA is issuing this AD to prevent a loose bellows clamp. The unsafe condition, if not addressed, could result in loss of the bellows, contact of the bellows with the main rotor blades, main rotor mast, and tail rotor, and subsequent loss of helicopter control.

(f) Compliance
Comply with this AD within the compliance times specified, unless already done.

(g) Required Actions
(1) Within 50 hours time-in-service (TIS) after the effective date of this AD:
(i) Remove from service bellows part number (P/N) 105–10113.05, P/N 4638305043, P/N 4619305044, or P/N B623M20X2240 from the swashplate assembly (swashplate).
(ii) Clean and inspect the support tube for scratches as depicted in Detail 11, Figure 6 of Airbus Helicopters Alert Service Bulletin ASB (ASB) BO105–40A–107 (ASB BO105–40A–107); or Detail 11, Figure 5 of ASB BO105 LS–40A–12 (ASB BO105 LS–40A–12); or Detail 11, Figure 5 of ASB MB–BK117–40A–115, (ASB MB–BK117–40A–115); or Detail 11, Figure 5 of ASB MB–BK117 C–2–62A–007 (ASB MB–BK117 C–2–62A–007), each Revision 5 and dated July 25, 2017; or Detail 11, Figure 5 of ASB MB–BK117 D–2–62A–003, Revision 3, dated July 25, 2017 (ASB MB–BK117 D–2–62A–003); as applicable to your model helicopter.
(iii) Clean and inspect the support tube for scratches as depicted in Detail 11, Figure 6 of Airbus Helicopters Alert Service Bulletin ASB (ASB) BO105–40A–107 (ASB BO105–40A–107); or Detail 11, Figure 5 of ASB BO105 LS–40A–12 (ASB BO105 LS–40A–12); or Detail 11, Figure 5 of ASB MB–BK117–40A–115, (ASB MB–BK117–40A–115); or Detail 11, Figure 5 of ASB MB–BK117 C–2–62A–007 (ASB MB–BK117 C–2–62A–007), each Revision 5 and dated July 25, 2017 (ASB MB–BK117 D–2–62A–003); as applicable to your model helicopter.

(2) Before using any approved AMOC, do not install a bellows P/N 105–10113.05, P/N 4619305044, or P/N 4638305043, or a gearbox with a bellows P/N 105–10113.05, P/N 4619305044, or P/N 4638305043 on any helicopter.

(3) As of the effective date of this AD, do not install a bellows P/N B623M20X2240 on any helicopter.

(h) 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 (ii)(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.

(i) Related Information
(1) For more information about this AD, contact Matt Fuller, AD Program Manager, Operational Safety Branch, Airworthiness Products Section, General Aviation & Rotorcraft Unit, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222–5110; email 9-AVS-AIR-730-AMOC@faa.gov.

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to certain serial-numbered Mooney Model M20V airplanes. The NPRM published in the Federal Register on March 9, 2021 (86 FR 13502; corrected March 17, 2021, 86 FR 14554). The NPRM was prompted by reports of short circuit and arcing of the alternator main power cable in the engine compartment. Mooney determined the alternator main power cable was incorrectly positioned with slack in the cable and allowed contact between the alternator main power cable and turbocharger right-hand (RH) exhaust crossover tube. In one instance, this contact caused arcing of the alternator main power cable and created a hole in the RH exhaust crossover tube, which may result in a fire hazard. A damaged crossover tube may also decrease effectiveness of the turbochargers and cause complete loss of engine power at higher altitudes (above 9,000 ft. above sea level). In the NPRM, the FAA proposed to require inspecting the alternator main power cable and the exhaust crossover tube and modifying the alternator main power cable routing by installing an additional alternator cable clamp, part number (P/N) MS21919WC6. This condition, if not addressed, could result in an inflight fire and loss of engine thrust control, which may lead to reduced control of the airplane. The FAA is issuing this AD to address the unsafe condition on these products.

**Discussion of Final Airworthiness Directive**

**Comments**

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

**Conclusion**

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 products. This AD is adopted as proposed in the NPRM.

**Related Service Information Under 1 CFR Part 51**

The FAA reviewed Mooney International Corporation Service Bulletin M20–340C, dated February 14, 2020. The service information specifies inspecting the alternator main power cable and the exhaust crossover tube for damage and replacing damaged parts as necessary. The service information also contains procedures for modifying the alternator main power cable routing by installing an additional alternator cable clamp, P/N MS21919WC6.