SUMMARY: The FAA is superseding Airworthiness Directive (AD) 79–01–03, which applied to certain Piper Aircraft, Inc. (Piper) Model PA–36–285 airplanes, and AD 83–20–03, which applied to Piper Models PA–36–285, PA–36–300, and PA–36–375 airplanes, and requirements for repetitive inspections of certain wing structural components. AD 83–20–03 required repetitive inspections of certain wing structural components previously omitted from AD 83–20–03 for certain serial numbered airplanes. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective June 10, 2021.

ADDRESS: For service information identified in this final rule, contact Piper Aircraft, Inc., 2926 Piper Drive, Vero Beach, FL 32960; phone: (772) 567–4361; website: https://www.piper.com. You may view this service information at the FAA, Airworthiness Directives Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call (816) 329–4148. It is also available at https://www.regulations.gov available at the FAA, call (816) 329–4148. It is also available at https://www.regulations.gov by searching for and locating Docket No. FAA–2020–0881; or in person at 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: Contact Piper Aircraft, Inc., 2926 Piper Drive, Vero Beach, FL 32960; phone: (772) 567–4361; website: https://www.piper.com. You may view this service information at the FAA, Airworthiness Directives Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call (816) 329–4148. It is also available at https://www.regulations.gov by searching for and locating Docket No. FAA–2020–0881; or in person at 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.

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 39

[FR Doc. 2021–12301 Filed 6–8–21; 4:15 pm]
BILLING CODE 4910–13–P

AIRWORTHINESS DIRECTIVES; PIPER AIRCRAFT, INC. AIRPLANES

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: The FAA proposes to amend 14 CFR part 39 to supersede ADs 79–01–03 and 83–20–03 and requires the spar carry through assembly inspection from AD 79–01–03 for additional airplanes and adds life limits for certain wing structural components previously omitted from AD 83–20–03 for certain serial numbered airplanes. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective June 10, 2021.

ADDRESS: For service information identified in this final rule, contact Piper Aircraft, Inc., 2926 Piper Drive, Vero Beach, FL 32960; phone: (772) 567–4361; website: https://www.piper.com. You may view this service information at the FAA, Airworthiness Directives Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call (816) 329–4148. It is also available at https://www.regulations.gov by searching for and locating Docket No. FAA–2020–0881; or in person at 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: Contact Piper Aircraft, Inc., 2926 Piper Drive, Vero Beach, FL 32960; phone: (772) 567–4361; website: https://www.piper.com. You may view this service information at the FAA, Airworthiness Directives Section, Operational Safety Branch, 2200 South 216th St., Des Moines, WA. For information on the availability of this material at the FAA, call (816) 329–4148. It is also available at https://www.regulations.gov by searching for and locating Docket No. FAA–2020–0881; or in person at 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.


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Discussion of Public 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 adoption of the 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 Piper Service Bulletin No. 552A, dated August 3, 2018 (Piper SB No. 552A); Piper Aircraft PA–36, Pawnee Brave Kit 764–394, Right Wing Main Spar Caps Replacement, dated June 9, 2012 (Piper Kit 764–394); and Piper Aircraft PA–36, Pawnee Brave
Kit 764–393, Left Wing Main Spar Caps Replacement, dated June 9, 2012 (Piper Kit 764–393). Piper SB No. 552A applies to Models PA–36–285 and PA–36–300 airplanes and contains procedures for repetitively inspecting wing spar carry through assembly P/N 97370–00. Piper Kit 764–394 identifies the applicable parts and specifies procedures for replacing the right wing main spar caps, which includes the attachment bolts and wing carry through spar fittings and assembly. Piper Kit 764–393 identifies the applicable parts and specifies procedures for replacing the left wing main spar caps, which includes the attachment bolts and wing carry through spar fittings and assembly. 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.

Other Related Service Information

Costs of Compliance
The FAA estimates that this AD will affect 123 airplanes of U.S. registry.

The FAA estimates the following costs to comply with this AD:

**The wing carry through spar fitting, P/N 97713–03, is included in the wing carry through spar assembly, P/N 76824–02.**

**The replacement for the wing spar fitting P/N 97712–00 and the replacement for spar assembly P/Ns 97701–00 and 97701–01 are included in Piper Kit 764–393 and Piper Kit 764–394.**

<table>
<thead>
<tr>
<th>Action</th>
<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>Inspection of P/N 97370–00 wing spar carry through assembly.</td>
<td>8 work-hours × $85 per hour = $680</td>
<td>Not applicable</td>
<td>$680</td>
<td>$83,640</td>
</tr>
<tr>
<td>Replacement of the wing attachment upper bolt and lower bolt.</td>
<td>10 work-hours × $85 per hour = $850</td>
<td>$1,310 (both bolts)</td>
<td>2,160</td>
<td>265,680</td>
</tr>
<tr>
<td>Replacement of wing carry through spar assembly*.</td>
<td>30 work-hours × $85 per hour = $2,550</td>
<td>$23,467</td>
<td>26,017</td>
<td>3,200,091</td>
</tr>
<tr>
<td>Replacement of Piper Kit 764–393 (Left) and Piper Kit 764–394 (Right)**.</td>
<td>20 work-hours × $85 per hour = $1,700</td>
<td>$26,867 (both kits)</td>
<td>28,567</td>
<td>3,513,741</td>
</tr>
</tbody>
</table>

* The wing carry through spar fitting, P/N 97713–03, is included in the wing carry through spar assembly. P/N 76824–02.
** The replacement for the wing spar fitting P/N 97712–00 and the replacement for spar assembly P/Ns 97701–00 and 97701–01 are included in Piper Kit 764–393 and Piper Kit 764–394.

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, 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 to the extent that it justifies making a regulatory distinction, 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

§ 39.13 [Amended]

b. Adding the following new airworthiness directive:


(a) Effective Date
This airworthiness directive (AD) is effective July 15, 2021.

(b) Affected ADs

(c) Applicability

(d) Subject
Joint Aircraft System Component (JASC) Code 5700, Wings.

(e) Unsafe Condition
This AD was prompted by a review of AD 83–20–03 and AD 79–01–03 and the determination that the requirements of those ADs did not address all of the affected airplanes. The FAA is issuing this AD to prevent fatigue damage to the wing structural components. The unsafe condition, if not addressed, could result in failure of the wing structure with consequent loss of control.
(f) Compliance
Comply with this AD within the compliance times specified, unless already done.

(g) Inspection of the Wing Spar Carry Through Assembly
(1) For Models PA–36–285 and PA–36–300 airplanes, serial numbers 36–7360001 through 36–7560003, with a wing spar carry through assembly part number (P/N) 97370–00 installed, before the airplane accumulates a total of 2,000 hours time-in-service (TIS) or within 25 hours TIS after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed 100 hours TIS, inspect the wing spar carry through assembly by following the Instructions, section 1, of Piper Service Bulletin No. 552A, dated August 3, 2018, (Piper SB No. 552A).
(2) If any damage is found during any inspection required by paragraph (g)(1) of this AD, before further flight, repair or replace the wing spar carry through assembly by following the Instructions, section 2, of Piper SB No. 552A.
(3) Replacing wing spar carry through assembly P/N 97370–00 with wing spar carry through assembly P/N 76824–02 terminates the repetitive inspections required by paragraph (g)(1) of this AD.

(h) Life Limit Replacement of Wing Structural Components
Remove from service the wing structural components specified in paragraphs (h)(1) through (8) of this AD before the part accumulates the life limit TIS set forth in table 1 to paragraph (h) of this AD. If, on the effective date of this AD, the component will reach its life limit within 100 hours TIS or has already reached its life limit, remove the part from service within 100 hours TIS after the effective date of this AD.

Table 1 to paragraph (h)—Compliance Times for Life Limit Replacement of Wing Components

<table>
<thead>
<tr>
<th>Airplanes</th>
<th>Type of Replacement</th>
<th>Paragraph of this AD</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>(h)(1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(h)(2)</td>
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<td>(h)(7)</td>
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<td>(h)(8)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Models PA-36-285 and PA-36-300</th>
<th>Life Limit Hours Time-in-Service on the Component</th>
</tr>
</thead>
<tbody>
<tr>
<td>Serial Numbers (S/Ns) 36-7360001 through 36-7560003</td>
<td>Initial Repetitive 4,100 4,100 4,100 N/A N/A N/A 3,100 2,000</td>
</tr>
<tr>
<td>S/Ns 36-7560004 through 36-75600055</td>
<td>Initial Repetitive 4,100 N/A N/A 4,000 3,100 2,000</td>
</tr>
<tr>
<td>S/Ns 36-7560056 through 36-7660122</td>
<td>Initial Repetitive 4,100 N/A 4,100 N/A 2,000</td>
</tr>
<tr>
<td>S/Ns 36-7660123 through 36-8160023</td>
<td>Initial Repetitive 4,100 4,100 4,100 N/A N/A 2,000</td>
</tr>
<tr>
<td>Model PA-36-375</td>
<td>Life Limit Hours Time-in-Service on the Component</td>
</tr>
<tr>
<td>----------------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>S/Ns 36-7802001 through 36-8302025</td>
<td>Initial Repetitive 4,100 4,100 4,100 4,100 N/A N/A 2,000</td>
</tr>
</tbody>
</table>

Note 1 to paragraph (h)(2): Wing carry through spar fitting P/N 97713–00 by following steps D(1)(a) through D(1)(c) or section D(2), in Piper Aircraft PA–36, Pawnee Brave Kit 764–393, Left Wing Main Spar Caps Replacement, dated June 9, 2012 (Piper Kit 764–393), or Piper Aircraft PA–36, Pawnee Brave Kit 764–394, Right Wing Main Spar Caps Replacement, dated June 9, 2012 (Piper Kit 764–394)
Spar Caps Replacement, dated June 9, 2012 (Piper Kit 764–394), as applicable.

Note 2 to paragraphs (h)(3): This note applies to paragraphs (h)(3) and (7) of this AD. Replacement parts for the left and right wing spar fittings P/N 97712–00 and the right, left, top, and bottom spar assemblies P/Ns 97701–00 and 97701–01 are included with Piper Kit 764–393 and Piper Kit 764–394.

(4) Remove from service spar carry through assembly P/N 97370–00 or 76824–02, as applicable, and replace with an unused (zero hours TIS) spar carry through assembly P/N 76824–02.

(5) Remove from service spar assembly P/Ns 97701–00 and 97701–01, Revision P or later revision, and replace with an unused (zero hours TIS) spar assembly by following the Instructions, sections B. and C., in Piper Kit 764–393 or Piper Kit 764–394, as applicable.

(6) Remove from service any spar carry through assembly P/N 76767–00 or P/N 76824–02 and replace with an unused (zero hours TIS) spar carry through assembly P/N 76824–02.

(7) Remove from service spar assemblies P/Ns 97701–00 and 97701–01, Revision N or earlier revision, and replace with an unused (zero hours TIS) left spar cap replacement kit P/N 764–393 and right spar cap replacement kit P/N 764–394 by following the Instructions, sections B. and C., in Piper Kit 764–393 or Piper Kit 764–394, as applicable.

(8) Remove from service wing attachment lower bolt P/N 77245–00 and replace with an unused (zero hours TIS) P/N 77245–00 bolt.

(i) Credit for Previous Actions

You may take credit for the actions required by paragraph (g) of this AD if you performed those actions before the effective date of this AD using Piper Aircraft Corporation Service Bulletin No. 552, dated February 3, 1978.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Atlantic ACO 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.

(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.

(3) AMOCs approved for AD 79–01–03 and AD 83–20–03 are approved as AMOCs for the corresponding provisions of this AD.

(k) Related Information

For more information about this AD, contact Dan McCully, Aviation Safety Engineer, FAA, Atlantic ACO Branch, 1701 Columbia Avenue, College Park, GA 30337; phone: (404) 474–5520; fax: (404) 474–5606; email: william.mccully@faa.gov.

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) Piper Service Bulletin No. 552A, dated August 3, 2018;

(ii) Piper Aircraft PA–36, Pawnee Brave Kit 764–394, Right Wing Main Spar Caps Replacement, dated June 9, 2012; and


(3) For service information identified in this AD, contact Piper Aircraft, Inc., 2926 Piper Drive, Vero Beach, FL 32960; phone: (772) 567–4361; website: www.piper.com.

(4) You may view this service information at FAA, Policy and Innovation Division, 901 Locust, Kansas City, MO 64106. For information on the availability of this material at the FAA, call (816) 329–4148.

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

Issued on May 19, 2021.

Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2021–12043 Filed 6–9–21; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39


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 EC 155B, EC155B1, SA–365N, SA–365N1, AS–365N2, and AS 365 N3 helicopters, as identified in a European Aviation Safety Agency (now European Union Aviation Safety Agency) (EASA) AD. This AD was prompted by a report of an in-flight loss of engine and main gearbox (MGB) cowlings. This AD requires inspecting the MGB fixed cowling front fitting (MGB front fitting), and depending on findings, corrective action. This AD also requires a new modification, which is a terminating action for the inspection, as specified in an EASA AD, which is incorporated by reference. The FAA is issuing this AD to address the unsafe condition on these products.

DATES: This AD is effective July 15, 2021.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in this AD as of July 15, 2021.

ADDRESSES: For EASA material incorporated by reference (IBR) in this AD, 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 material on the EASA website at https://ad.easa.europa.eu. For Airbus Helicopters service information, 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 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. It is also available in the AD docket on the internet at https://www.regulations.gov by searching for and locating Docket No. FAA–2020–1183.

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–2020–1183; 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 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.