DEPARTMENT OF THE TREASURY
Office of the Comptroller of the Currency
12 CFR Part 22

FEDERAL RESERVE SYSTEM
12 CFR Part 208
[Docket No. R–1742, OP–1720]

FEDERAL DEPOSIT INSURANCE CORPORATION
12 CFR Part 339
[RIN 3064–ZA16]

FARM CREDIT ADMINISTRATION
12 CFR Part 614

NATIONAL CREDIT UNION ADMINISTRATION
12 CFR Part 760
[RIN 3133–AF31, 3133–AF14]

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
14 CFR Part 39
RIN 2120–AA64

Airworthiness Directives; Leonardo S.p.a. Helicopters
AGENCY: Federal Aviation Administration (FAA), DOT.
ACTION: Final rule.

SUMMARY: The FAA is adopting a new airworthiness directive (AD) for certain Leonardo S.p.a. Model AW169 helicopters. This AD was prompted by a report of a blockage in a fuel tank vent line. This AD requires inspecting the fuel tank vent lines, as specified in a European Union Aviation Safety Agency (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 21, 2022.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of July 21, 2022.

ADDRESSES: For EASA material incorporated by reference (IBR) in this final rule, contact 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 the EASA material on the EASA website at https://ad.easa.europa.eu. For Leonardo Helicopters service information identified in this final rule, contact Leonardo S.p.a. Helicopters, Emanuele Bufano, Head of Airworthiness, Viale G.Agusta 520, 21017 C.Costa di Samarate (Va) Italy; telephone +39–0331–229046; or at https://customerportal.leonardo company.com/en-US/. 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 at https://www.regulations.gov by searching for and locating Docket No. FAA–2022–0282.

Examine the AD Docket
You may examine the AD docket at https://www.regulations.gov by searching for and locating Docket No. FAA–2022–0282; 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, the EASA AD, 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.

FOR FURTHER INFORMATION CONTACT:
Andrea Jimenez, Aerospace Engineer, COS Program Management Section, Operational Safety Branch, Compliance & Airworthiness Division, FAA, 1600 Stewart Ave., Suite 410, Westbury, NY 11590; telephone (516) 228–7330; email andreajimenez@faa.gov.

SUPPLEMENTARY INFORMATION:

Background
EASA, which is the Technical Agent for the Member States of the European Union, has issued EASA AD 2021–0238, dated November 2, 2021 (EASA AD 2021–0238), to correct an unsafe condition for Leonardo S.p.a., formerly Finmeccanica S.p.A., AgustaWestland S.p.A., Model AW169 helicopters, serial numbers (S/N) from 69006 up to 69125 inclusive, except S/N 69040; and S/N 69130, 69132, 69133, 69134, 69136, and 69139.

The FAA issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 by adding an AD that would apply to Leonardo S.p.a. Model AW169 helicopters as identified in EASA AD 2021–0238. The NPRM published in the Federal Register on March 21, 2022 (87 FR 15894). The NPRM was prompted by a report of a blockage in a fuel tank vent line. The NPRM proposed to require inspecting the fuel tank vent lines, as specified in EASA AD 2021–0238. The FAA is issuing this AD to detect and address the blockage. See EASA AD 2021–0238 for additional background information.

Discussion of Final Airworthiness Directive
Comments
The FAA received comments from two commenters. Commenters included AgustaWestland Philadelphia Corporation, who had no technical objection to the proposed AD, and an anonymous commenter who provided no comments on the proposed actions or on the determination of the costs.

Conclusion
These helicopters have been approved by EASA and are approved for operation in the United States. Pursuant to the