

- How should advice from potential users of the LSS be provided for?

Dated at Rockville, Maryland, this 14th day of November, 1996.

For the Nuclear Regulatory Commission.

Andrew L. Bates,

Advisory Committee Management Officer.

[FR Doc. 96-29673 Filed 11-19-96; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-SW-27-AD]

Airworthiness Directives; Bell Helicopter Textron, Inc. Model 214ST Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to Bell Helicopter Textron, Inc. (BHTI) Model 214ST helicopters. This proposal would require replacement of each emergency float inflation solenoid valve (valve). This proposal is prompted by two inadvertent inflations of emergency float systems that resulted from self-activations of the valves. The actions specified by the proposed AD are intended to prevent self-activation of the valves, and subsequent inadvertent inflation of the emergency float system, which could lead to loss of control of the helicopter.

DATES: Comments must be received by January 21, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-SW-27-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Bell Helicopter Textron Inc., P.O. Box 482, Fort Worth, Texas 76101.

FOR FURTHER INFORMATION CONTACT: Mr. Uday Garadi, Aerospace Engineer, FAA, Rotorcraft Certification Office, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5157; fax (817) 222-5960.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 96-SW-27-AD." The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-SW-27-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

Discussion

This document proposes the adoption of a new AD, applicable to BHTI Model 214ST helicopters, equipped with an emergency float kit, part number (P/N) 214-706-120, containing valves, P/N 214-073-929-103 or -105 in the solenoid valve assemblies, P/N 214-073-940-101 and -103. There have been two reported inadvertent inflations of emergency float systems that resulted from self-activations of the valves. An investigation of the two valves involved in the incidents revealed the actuating pins had not properly seated. Additionally, one pin showed evidence of an unauthorized field repair or modification. This condition, if not corrected, could result in self-activation of the valves, and subsequent inadvertent inflation of the emergency

float system, which could lead to loss of control of the helicopter.

The FAA has reviewed Bell Helicopter Textron, Inc. Alert Service Bulletin No. 214ST-96-74, dated May 28, 1996, which describes procedures for replacement of all existing valves, P/N 214-073-929-103 and -105, in solenoid valve assemblies, P/N 214-073-940-101 and -103.

Since an unsafe condition has been identified that is likely to exist or develop on other BHTI Model 214ST helicopters of the same type design, the proposed AD would require replacement of all existing valves, P/N 214-073-929-103 and -105, in valve assemblies, P/N 214-073-940-101 and -103.

The FAA estimates that 9 helicopters of U.S. registry would be affected by this proposed AD, that it would take 2 work hours per helicopter to replace the valves, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$2,100 per helicopter. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$19,980.

The regulations proposed herein would not have substantial direct effects 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. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, 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. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation

Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive to read as follows:

Bell Helicopter Textron, Inc.: Docket No. 96-SW-27-AD.

Applicability: Model 214ST helicopters, equipped with an emergency float kit, part number (P/N) 214-706-120, containing emergency float inflation solenoid valves, P/N 214-073-929-103 or -105, in solenoid valve assemblies, P/N 214-073-940-101 or -103, certificated in any category.

Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (c) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent self-activation of the valves, and subsequent inadvertent inflation of the emergency float system, which could lead to loss of control of the helicopter, accomplish the following:

(a) At the next scheduled "B" (250 hour) inspection, or 180-day float inspection, or 3-year float system operational inspection, whichever occurs first, remove solenoid valves, P/N 214-073-929-103 or -105, from solenoid valve assemblies, P/N 214-073-940-101 or -103, and replace with solenoid valves, P/N 214-073-929-107.

Note 2: Solenoid valve assemblies, P/N 214-073-940, consist of a valve, P/N 214-073-929 and a decal, P/N 31-023-8B. Solenoid valve assembly, P/N 214-073-940-105, contains solenoid valve, P/N 214-073-929-107.

(b) Installation of solenoid valves, P/N 214-073-929-107, or solenoid valve assemblies, P/N 214-073-940-105, constitutes terminating action for the requirements of this AD.

Note 3: Bell Helicopter Textron Alert Service Bulletin 214ST-96-74, dated May 28, 1996, pertains to this AD.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Rotorcraft Certification Office, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Certification Office.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Certification Office.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the helicopter to a location where the requirements of this AD can be accomplished.

Issued in Fort Worth, Texas, on November 7, 1996.

Mark R. Schilling,

*Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.*

[FR Doc. 96-29610 Filed 11-19-96; 8:45 am]

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14 CFR Part 39

[Docket No. 94-SW-20-AD]

Airworthiness Directives; Bell Helicopter Textron, Inc. Model 412 and 412EP Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to Bell Helicopter Textron, Inc. (BHTI) Model 412 and 412EP helicopters. This proposal would require creation of a component history card using a Retirement Index Number (RIN) system; would establish a system for tracking increases to the accumulated RIN; and would establish a maximum accumulated RIN for certain main rotor masts (masts) and main rotor spline plates (spline plates). This proposal is prompted by fatigue analyses and tests that show certain masts and spline plates fail earlier than originally anticipated because of an unanticipated high number of takeoffs and external load lifts utilizing high power settings, in addition to the time-in-service (TIS) accrued under normal operating conditions. The actions specified by the proposed AD are intended to prevent fatigue failure of the mast or spline plate, which could result in failure of the main rotor system and subsequent loss of control of the helicopter.

DATES: Comments must be received by January 21, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Assistant Chief Counsel, Attention: Rules Docket No. 94-SW-20-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Bell Helicopter Textron, Inc., Product Support Department, P.O. Box 482, Fort Worth, Texas, 76101.

FOR FURTHER INFORMATION CONTACT: Mr. Uday Garadi, Aerospace Engineer, FAA, Rotorcraft Certification Office, Rotorcraft Directorate, Fort Worth, Texas 76193-0170, telephone (817) 222-5157, fax (817) 222-5959.

SUPPLEMENTARY INFORMATION:

Comments Invited

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