

series airplanes on which an inspection required by paragraph (e) of this AD was accomplished using an X-ray technique: Inspect at intervals not to exceed 2,300 landings.

(8) For the aft passenger/crew door structure on which an inspection required by paragraph (e) of this AD was accomplished using a Roto test technique: Inspect at intervals not to exceed 8,000 landings.

(9) For the aft passenger/crew door structure on which an inspection required by paragraph (e) of this AD was accomplished using an X-ray technique: Inspect at intervals not to exceed 3,500 landings.

(10) For the areas around the fasteners in the vicinity of stringer 12 on the aft passenger/crew door structure on which an inspection required by paragraph (e) of this AD was accomplished using a visual technique: Inspect at intervals not to exceed 6,900 landings.

(g) Prior to the accumulation of 20,000 total landings, or within 1 year after the effective date of this AD, whichever occurs later: Modify the passenger/crew door structures in accordance with Airbus Service Bulletin A300-53-192, Revision 7, dated July 13, 1992. Accomplishment of this modification constitutes terminating action for the repetitive inspections required by paragraph (f) of this AD.

(h) 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, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(i) 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 airplane to a location where the requirements of this AD can be accomplished.

Issued in Renton, Washington, on January 23, 1997.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-2220 Filed 1-28-97; 8:45 am]

BILLING CODE 4910-13-P

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to McDonnell Douglas Helicopter Systems (MDHS) Model MD-900 series helicopters. This proposal would require removing certain serial-numbered main rotor swashplate bearings (bearings) and replacing them with airworthy bearings. This proposal is prompted by reports that inspections of several helicopters revealed that the outer bearing race had been rotating relative to the swashplate assembly, which was evidenced by wear marks in the rotating swashplate. The actions specified by the proposed AD are intended to prevent possible heat accumulation and resulting damage to the bearing caused by the bearing races rotating relative to the bearing seat, which could result in degraded helicopter response to pilot control input and possible loss of control of the helicopter.

DATES: Comments must be received by March 31, 1997.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-SW-30-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.

FOR FURTHER INFORMATION CONTACT: Mr. Greg DiLibero, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712, telephone (310) 627-5231, fax (310) 627-5210.

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-30-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-30-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

Discussion

This document proposes the adoption of a new AD that is applicable to MDHS Model MD-900 series helicopters. This proposal would require, before further flight, inspecting the bearing, part number (P/N) 900C3010100-101, to determine if a bearing having a serial number (S/N) of S/N 059150-E0019, S/N 059150-E0020, S/N 059150-E0021, S/N 059150-E0022, S/N 059150-E0023, S/N 059150-E0024, S/N 059150-E0025, S/N 059150-E0026, S/N 059150-E0027, S/N 059150-E0028, S/N 059150-E0029, or S/N 059150-E0030 is installed, and if so, removing and replacing the bearing with an airworthy bearing. This proposal is prompted by reports of inspections of several helicopters that indicated the outer bearing race had been rotating relative to the swashplate assembly, which was evidenced by wear marks in the rotating swashplate. An investigation revealed that 12 non-conforming bearings had been released to production. Some of the 12 bearings have been located. The actions specified by the proposed AD are intended to prevent possible heat accumulation and resulting damage to the bearing caused by the bearing races rotating relative to the bearing seat, which could result in degraded helicopter response to pilot control input and possible loss of control of the helicopter.

Since an unsafe condition has been identified that is likely to exist or develop on other MDHS Model MD-900 series helicopters of the same type design, the proposed AD would require, before further flight, inspecting the bearing, P/N 900C3010100-101, to determine if a bearing having S/N

14 CFR Part 39

[Docket No. 96-SW-30-AD]

Airworthiness Directives; McDonnell Douglas Helicopter Systems Model MD-900 Series Helicopters

AGENCY: Federal Aviation Administration, DOT.

059150-E0019, S/N 059150-E0020, S/N 059150-E0021, S/N 059150-E0022, S/N 059150-E0023, S/N 059150-E0024, S/N 059150-E0025, S/N 059150-E0026, S/N 059150-E0027, S/N 059150-E0028, S/N 059150-E0029, or S/N 059150-E0030 is installed; and, if installed, removing and replacing that bearing with an airworthy bearing.

The FAA estimates that 20 helicopters of U.S. registry would be affected by this proposed AD, that it would take approximately 1.5 work hours per helicopter to determine the bearing's S/N, 12 work hours per helicopter to remove and replace a bearing, if necessary, and that the average labor rate is \$60 per work hour. Replacement bearings would cost \$8,765 per helicopter, however, replacement bearings are covered by a manufacturer's warranty. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$5,400, assuming five helicopters will require removal and replacement of the bearing.

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:

McDonnell Douglas Helicopter Systems:
Docket No. 96-SW-30-AD.

Applicability: Model MD-900 series helicopters, 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 (h) 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 before further flight, unless accomplished previously.

To prevent possible heat accumulation and resulting damage to the main rotor swashplate bearing (bearing) caused by the bearing races rotating relative to the bearing seat, which could result in degraded helicopter response to pilot control input and possible loss of control of the helicopter, accomplish the following:

- (a) Disconnect the lower end of the main rotor pitch links. Disconnecting the drive link may make the inspection easier.
- (b) Cut the safety wire and remove the inner and outer labyrinth seals, part number (P/N) 900C2010194-101 and P/N 900C201190-101, respectively, and the inner and outer bearing retaining rings.
- (c) Inspect the bearing, part number (P/N) 900C3010100-101, to determine if it has one of the following serial numbers (S/N): S/N 059150-E0019, S/N 059150-E0020, S/N 059150-E0021, S/N 059150-E0022, S/N 059150-E0023, S/N 059150-E0024, S/N 059150-E0025, S/N 059150-E0026, S/N 059150-E0027, S/N 059150-E0028, S/N 059150-E0029, or S/N 059150-E0030.

Note 2: S/N's similar to those above were produced without the character "E" in the number. This AD is only concerned with those that contain the character "E".

(d) Enter into the helicopter Log Book the bearing S/N.

(e) If a bearing having one of the S/N's stated in paragraph (c) of this AD is installed on the helicopter, remove the bearing and replace it with an airworthy bearing prior to further flight.

(f) Prior to the installation of a swashplate assembly, inspect the bearing in accordance with the requirements of this AD.

(g) Report the results of all inspections required by this AD within 72 hours to the Manager, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712. Reporting requirements have been approved by the Office of Management and Budget and assigned OMB control number 2120-0056.

(h) 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, Los Angeles Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

Issued in Fort Worth, Texas, on January 20, 1997.

Eric Bries,

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

[FR Doc. 97-2215 Filed 1-28-97; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 97-ANM-01]

Proposed Establishment of Class D and Class E Airspace, Redmond, Oregon

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Proposed Rulemaking (NPRM).

SUMMARY: This proposed rule would establish the Redmond, Oregon, Class D and Class E airspace areas to accommodate the commissioning of an Airport Traffic Control Tower (ATCT) at Roberts Field. Additionally, this notice proposes to redesignate the existing Class E surface area at Roberts Field as part-time to preclude the concurrent existence of the different classes of airspace designated as surface areas at the same location. These areas would be depicted on aeronautical charts for pilot reference.

DATES: Comments must be received on or before March 8, 1997.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, Operations Branch, ANM-530, Federal Aviation Administration, Docket No. 97-ANM-01, 1601 Lind Avenue SW., Renton Washington 98055-4056.

The official docket may be examined at the same address.