

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. 98-SW-66-AD; Amendment 39-11196; AD 99-13-03]

RIN 2120-AA64

Airworthiness Directives; Bell Helicopter Textron Canada (BHTC) Model 206L-4 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to BHTC Model 206L-4 helicopters. This action requires a reduction in the retirement lives of certain collective idler links and collective levers, and re-identifying certain collective idler links and collective levers. This amendment is prompted by the discovery of two types of collective idler links and collective levers—manufactured from different materials—that are identified with the same part numbers but should have substantially different retirement lives. The actions specified in this AD are intended to prevent use of a collective idler link (link) or collective lever (lever) beyond its retirement life, which could lead to failure of the link or lever and subsequent loss of control of the helicopter.

DATES: Effective July 2, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 2, 1999.

Comments for inclusion in the Rules Docket must be received on or before August 16, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Regional Counsel, Southwest Region, Attention: Rules Docket No. 98-SW-66-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas.

The service information referenced in this AD may be obtained from Bell Helicopter Textron Canada, 12,800 Rue de l'Avenir, Mirabel, Quebec JON1LO, telephone (800) 463-3036, fax (514) 433-0272. This information may be examined at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Michael Kohner, Aerospace Engineer,

FAA, Rotorcraft Certification Office, Rotorcraft Directorate, Fort Worth, Texas 76193, telephone (817) 222-5447, fax (817) 222-5783.

SUPPLEMENTARY INFORMATION: Transport Canada, which is the airworthiness authority for Canada, has notified the FAA that an unsafe condition may exist on BHTC Model 206L-4 helicopters. Transport Canada advises that certain part-numbered links and levers are manufactured from different materials (some from forged material and others from rolled plate stock); however, the links and levers are identified with the same part number. The links and levers manufactured from forged material have a longer retirement life than those manufactured from rolled plate stock.

BHTC has issued Bell Helicopter Textron Alert Service Bulletin No. 206L-98-110, dated May 6, 1998, which provides instructions for differentiating the differently-manufactured links and levers and re-identifying certain links and levers. Transport Canada classified this service bulletin as mandatory and issued AD No. CF-98-20, dated August 5, 1998, in order to assure the continued airworthiness of these helicopters in Canada.

This helicopter model is manufactured in Canada and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, Transport Canada has kept the FAA informed of the situation described above. The FAA has examined the findings of Transport Canada, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Since an unsafe condition has been identified that is likely to exist or develop on other BHTC Model 206L-4 helicopters of the same type design registered in the United States, this AD is being issued to prevent use of a link or lever beyond its retirement life, which could lead to failure of the link or lever and subsequent loss of control of the helicopter. This AD requires determining which type of link and lever is installed on the helicopter, a reduction in the service life of certain links and levers, and re-identifying certain links and levers. The actions are required to be accomplished in accordance with the service bulletin described previously. The short compliance time involved is required because the previously described

critical unsafe condition can adversely affect the controllability of the helicopter. Therefore, determining which types of link and lever are installed on the helicopter and re-identifying certain links and levers; reducing the retirement lives of certain links and levers; and replacing those links and levers that have reached or exceeded these revised retirement lives are required within 25 hours time-in-service, and this AD must be issued immediately.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

The FAA estimates that 78 helicopters will be affected by this AD, that it will take approximately 0.5 work hour to identify and replace a link and lever, if necessary, and 1 work hour to re-identify the link and lever, and that the average labor rate is \$60 per work hour. Required parts will cost a maximum of \$8,880 per helicopter. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$692,640.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this 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 under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 that summarizes each FAA-public contact

concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 98-SW-66-AD." The postcard will be date stamped and returned to the commenter.

The regulations adopted herein will 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 final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

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

AD 99-13-03 Bell Helicopter Textron

Canada: Amendment 39-11196. Docket No. 98-SW-66-AD.

Applicability: Model 206L-4 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 otherwise 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 request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within 25 hours time-in-service, unless accomplished previously.

To prevent use of a collective idler link (link) or collective lever (lever) beyond its retirement life, which could lead to failure of the link or lever and subsequent loss of control of the helicopter, accomplish the following:

(a) Determine the part numbers and serial numbers of the link and the lever in accordance with Part I of the Accomplishment Instructions in Bell Helicopter Textron Alert Service Bulletin No. 206L-98-110, dated May 6, 1998 (ASB).

(b) Revise the Airworthiness Limitations section of the applicable maintenance manual to reflect the retirement lives in hours as stated in step 5, Part I of the Accomplishment Instructions in the ASB.

(c) Remove any link or lever that has reached its retirement life and replace it with an airworthy link or lever.

(d) Re-identify links and levers that do not have a serial number listed in Notes A or B of step 5, Part I of the Accomplishment Instructions in the ASB by marking the links and levers in accordance with Part II of the Accomplishment Instructions in the ASB. Re-identified links, P/N 206-010-446-107FM, and re-identified levers, P/N 206-010-447-109FM, have the same retirement lives as links, P/N 206-010-446-107, and levers, P/N 206-010-447-109, respectively.

(e) 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 a FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Certification Office.

(f) 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.

(g) The identification, service life determination, and re-identification of the link and lever shall be done in accordance with Bell Helicopter Textron Alert Service Bulletin No. 206L-98-110, dated May 6, 1998. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Bell Helicopter Textron Canada, 12,800 Rue de l'Avenir, Mirabel, Quebec JON1LO, telephone (800) 463-3036, fax (514) 433-0272. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment becomes effective on July 2, 1999.

Note 3: The subject of this AD is addressed in Transport Canada (Canada) AD No. CF-98-20, dated August 5, 1998.

Issued in Fort Worth, Texas, on June 8, 1999.

Eric Bries,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 99-15363 Filed 6-16-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-SW-17-AD; Amendment 39-11195; AD 99-13-02]

RIN 2120-AA64

Airworthiness Directives; Eurocopter France Model AS 332C, L, L1, and L2 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment supersedes an existing priority letter airworthiness directive (AD), applicable to Eurocopter France Model AS 332C, L, L1, and L2 helicopters, that currently requires conducting a filter clogging warning test, and, if necessary, replacing a jammed valve with an airworthy valve. This amendment requires the same corrective actions required by the existing AD; however, the applicability is reduced to encompass only certain part-numbered fuel filters. This amendment is prompted by jammed fuel filter by-pass valves and new