

Revision 1, dated March 14, 1992:

Within 2 years after the effective date of this AD, replace the control knobs on the crossfeed and isolation valve control unit 5QB with new knobs, in accordance with Airbus Service Bulletin A300-28-0061, Revision 1, dated March 14, 1992.

Note 3: Airbus Service Bulletin A300-28-0061, Revision 1, references ECE Service Bulletins 28-191, dated July 26, 1982, and 28-228, dated November 1, 1991, as additional sources of procedural information for replacement of the control knobs.

(d) Accomplishment of both of the replacements specified in paragraphs (b) and (c) of this AD constitutes terminating action for the repetitive checks and tests required by paragraph (a) of this AD.

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

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

(g) The actions shall be done in accordance with the following Airbus service documents, which contain the specified list of effective pages:

Service bulletin referenced and date	Page No.	Revision level shown on page	Date shown on page
Airbus All Operator Telex (AOT) 28-03, June 6, 1991	1-3	June 6, 1991
Airbus Service Bulletin A300-28-055, Revision 3, December 19, 1991	1,4	3	Dec. 19, 1991.
	2, 3, 5, 6	2	Sept. 19, 1991.
	7, 9, 10, 13	Original	Oct. 16, 1983.
	8, 11, 12	1	July 2, 1991.
Airbus Service Bulletin A300-28-055, Change Notice 3.A., March 16, 1992	1-2	Mar. 16, 1992
Airbus Service Bulletin A300-28-0061, Revision 1, March 14, 1992	1	1	Mar. 14, 1992.
	2-7	Original	Jan. 23, 1992.

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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., Suite 700, Washington, DC.

(h) This amendment becomes effective on May 9, 1997.

Issued in Renton, Washington, on March 26, 1997.

S.R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 97-8266 Filed 4-3-97; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-SW-17-AD;
Amendment 39-9980; AD 97-07-06]

RIN 2120-AA64

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

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing priority letter airworthiness directive (AD), applicable to Bell Helicopter Textron, Inc. Model 412 helicopters, that currently requires a daily inspection of certain swashplate

support assemblies. It also requires a reduction in VNE, and installation of appropriate airspeed indicator markings and a placard. This amendment requires the same actions required by the existing priority letter AD, but restricts the applicability to the Model 412 helicopters with a certain steel main rotor control swashplate support assembly (steel swashplate support assembly) installed. This amendment also allows the installation of an improved main rotor control swashplate assembly that terminates the requirements of this AD. This amendment is prompted by reported cracking and in-service failures of certain steel swashplate support assemblies. The actions specified by this AD are intended to prevent failure of the steel swashplate support assembly that could result in loss of main rotor control and subsequent loss of control of the helicopter.

DATES: Effective May 9, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 9, 1997.

ADDRESSES: The service information referenced in this AD may be obtained from Bell Helicopter Textron, Inc., P.O. Box 482, Fort Worth, Texas 76101. This information may be examined at the FAA, Office of the Assistant Chief Counsel, 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: Mr. Charles Harrison, Aerospace Engineer, Federal Aviation Administration, Southwest Region, Rotorcraft Certification Office, ASW-170, Fort Worth, Texas 76193-0170, telephone (817) 222-5447, FAX (817) 222-5959.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding priority letter AD 92-03-13, issued January 31, 1992, which is applicable to Bell Helicopter Textron, Inc. Model 412 helicopters, was published in the **Federal Register** on October 25, 1996 (61 FR 55231). That action proposed to require a daily inspection of certain steel main rotor control swashplate support assemblies, a reduction in VNE, and installation of appropriate airspeed markings and a placard. It also proposed an optional installation of an improved steel main rotor control swashplate support assembly or an aluminum swashplate support assembly, that, when installed, constitutes a terminating action for the requirements of this AD.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of the rule with one change—a reference to a specific part of a service bulletin was added for clarification. The FAA has determined that this change will neither increase the economic burden on any

operator nor expand the scope of the AD.

The FAA estimates that 40 helicopters of U.S. registry will be affected by this AD, that it will take approximately 20 work hours per helicopter to accomplish the required actions, and that the average labor rate is \$60 per work hour. The aluminum swashplate support assembly, P/N 412-010-443-101 or -109 costs \$4,526. The steel swashplate support assembly, P/N 412-010-453-105, costs \$9,234. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$417,360, if all the swashplates in the fleet are replaced with support assemblies, P/N 412-010-453-105.

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.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); 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. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it 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 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive (AD), Amendment 39-9980, to read as follows:

AD 27-07-06 Bell Helicopter Textron, Inc.:

Docket No. 96-SW-17-AD. Supersedes priority letter AD 92-03-13, issued January 31, 1992, Docket No. 92-ASW-31.

Applicability: Model 412 helicopters, with steel main rotor control swashplate support assembly (steel swashplate support assembly), part number (P/N) 412-010-453-101, installed, 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 (e) 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 failure of the steel swashplate support assembly that could result in loss of main rotor control and subsequent loss of control of the helicopter, accomplish the following:

(a) Before further flight after the effective date of this AD, and thereafter, before the first flight of each day, visually inspect, with an inspection mirror and a bright light, the forward and aft clevis areas of the steel swashplate support assembly, part number (P/N) 412-010-453-101, in accordance with Part I of Bell Helicopter Textron, Inc. Alert Service Bulletin (ASB) 412-92-57, Revision A, dated January 30, 1992.

(b) Before further flight after the effective date of this AD, install a red radial arc on each airspeed indicator to prohibit airspeeds above 110 knots. Near the pilot's airspeed indicator, install a placard made of material that is not easily erased, disfigured, or obscured that contains the following statement in lettering that is 0.2 inch minimum in height: "V_{NE} not to exceed 110 KIAS or V_{NE} from the airspeed limitation placard, whichever is less."

Note 2: ASB No. 412-92-58, dated January 27, 1992, contains information on the airspeed limitation.

(c) If a crack is found, before further flight, replace the steel swashplate support assembly, P/N 412-010-453-101, with an airworthy part.

(d) Installation of an improved steel swashplate support assembly, P/N 412-010-453-105, or aluminum swashplate support

assembly, P/N 412-010-443-101 or -109, in accordance with the Accomplishment Instructions of ASB 412-92-61, dated May 14, 1992, constitutes a terminating action for the requirements of this AD, and the red radial arc on each airspeed indicator and the airspeed placard installed as a result of this AD may be removed.

(e) An alternative method of compliance or an adjustment of the compliance time that provides an equivalent level of safety may be used if approved by the Manager, Rotorcraft Certification Office. 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 3: 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 inspections, installation, and replacement, if necessary, shall be done in accordance with Bell Helicopter Textron, Inc. Alert Service Bulletin (ASB) 412-92-57, Revision A, dated January 30, 1992, or ASB 412-92-61, dated May 14, 1992, as appropriate. 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, Inc., P.O. Box 482, Fort Worth, Texas 76101. Copies may be inspected at the FAA, FAA, Office of the Assistant Chief Counsel, 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.

(h) This amendment becomes effective on May 9, 1997.

Issued in Fort Worth, Texas, on March 14, 1997.

Eric Bries,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 97-8426 Filed 4-3-97; 8:45 am]

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14 CFR Part 39

[Docket No. 95-SW-36-AD; Amendment 39-9981; AD 97-07-07]

RIN 2120-AA64

Airworthiness Directives; Bell Helicopter Textron, A Division of Textron Canada Ltd. Model 206L, L-1, L-3, and L-4 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD),