

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]

BILLING CODE 4910-13-U

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),

applicable to Bell Helicopter Textron, A Division of Textron Canada Ltd. (BHTC) Model 206L, L-1, L-3, and L-4 helicopters, that requires creation of a component history card using a Retirement Index Number (RIN) system, establishing a system for tracking increases to the accumulated RIN, and a maximum accumulated RIN for certain main rotor masts (masts) and main rotor trunnions (trunnions). This amendment is prompted by fatigue analyses and tests that show certain masts and trunnions fail sooner than originally anticipated because of the unanticipated higher number of external load lifts and takeoffs (torque events) performed with those masts and trunnions in addition to the time-in-service (TIS) accrued under other operating conditions. The actions specified by this AD are intended to prevent fatigue failure of the mast or trunnion, which could result in loss of the main rotor system and subsequent loss of control of the helicopter.

DATES: Effective May 9, 1997.

Certain 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, A Division of Textron Canada Ltd. 12,800 Rue de L'Avenir, Mirabel, Quebec, Canada J7J1R4, ATTN: Product Support Engineering Light Helicopters. 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. Jurgen Priester, Aerospace Engineer, Rotorcraft Certification Office, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5159, fax (817) 222-5959.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to BHTC Model 206L, 206L-1, 206L-3, and 206L-4 helicopters was published in the **Federal Register** on November 14, 1996 (61 FR 58355). That action proposed to require, within the next 100 hours TIS, creation of a component history card using the RIN system for certain masts and trunnions; and establishing a system for tracking increases to the accumulated RIN. That action also proposed to establish a retirement life for trunnions based

solely on a RIN of 24,000, and a mast retirement life based on a maximum RIN of 44,000 or a maximum number of flight hours, whichever occurs first.

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 as proposed, except for the parenthetical insertion of the number of RIN's in paragraphs (d) and (e). 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 711 helicopters of U.S. registry will be affected by this AD, that it will take approximately (1) 8 work hours per helicopter to replace the mast and 10 work hours per helicopter to replace the trunnion due to the new method of determining the retirement life required by this AD; (2) 2 work hours per helicopter to create the component history card or equivalent record (record); (3) 10 work hours per helicopter to maintain the record each year, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$9,538 per mast and \$2,083 per trunnion. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$2,016,989, and each subsequent year to be \$1,945,889. These costs assume replacement of the mast and trunnion in one-sixth of the fleet each year, creation and maintenance of the records for all the fleet the first year, and creation of one-sixth of the fleet's records and maintenance of the records for all the fleet each subsequent year.

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 to read as follows:

AD 97-07-07 Bell Helicopter Textron, a Division of Textron Canada Ltd.:
Amendment 39-9981. Docket No. 95-SW-36-AD.

Applicability: Model 206L, 206L-1, 206L-3, and 206L-4 helicopters, with main rotor mast (mast), part number (P/N) 206-040-535-001, -005, -101, or -105, installed, or main rotor trunnion (trunnion), P/N 206-011-120-103, 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 (f) 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 within 100 hours time-in-service after the effective date of this AD, unless accomplished previously.

To prevent fatigue failure of the mast or trunnion, which could result in loss of the main rotor system and subsequent loss of control of the helicopter, accomplish the following:

(a) Create a component history card or an equivalent record for the affected mast and trunnion.

(b) Determine the accumulated Retirement Index Number (RIN) to date based on the number of takeoffs and external load lifts (torque events) for parts in service in accordance with paragraphs 1 and 2 of the Accomplishment Instructions of Bell Helicopter Textron, Inc. Alert Service Bulletin (ASB) No. 206L-94-99, Revision A, dated May 1, 1995. Record this accumulated RIN on the component history card.

(c) After complying with paragraphs (a) and (b) of this AD, during each operation thereafter, maintain a count of the number of external load lifts and the number of takeoffs performed and at the end of each day's operations, increase the accumulated RIN on the component history cards as follows:

(1) For the trunnion,

(i) Increase the RIN for the Model 206, 206L-1, and 206L-3 helicopters by 1 for each torque event.

(ii) Increase the RIN for the Model 206L-4 helicopters by 2 for each torque event.

(2) For the mast, increase the RIN for the Model 206L, 206L-1, 206L-3, and 206L-4 helicopters by 1 for each torque event.

(d) Remove the trunnion from service on or before attaining the maximum accumulated RIN (24,000) in accordance with Table 1 of the Accomplishment Instructions of Bell Helicopter Textron, Inc. ASB No. 206L-94-99, Revision A, dated May 1, 1995.

(e) Remove the mast from service on or before attaining the maximum accumulated RIN (44,000) or the flight hour service life limit, whichever occurs first, in accordance with Table 2 of the Accomplishment Instructions of Bell Helicopter Textron, Inc. ASB No. 206L-94-99, Revision A, dated May 1, 1995.

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

(g) 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.

(h) The creation of the component history card, documentation, and removal of the trunnion and mast shall be done in accordance with Bell Helicopter Textron, Inc. ASB No. 206L-94-99, Revision A, dated May 1, 1995. 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, A Division of Textron Canada Ltd. 12,800 Rue de L'Avenir, Mirabel, Quebec, Canada J7J1R4, ATTN:

Product Support Engineering Light Helicopters. Copies may be inspected 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.

(i) 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. 97-8425 Filed 4-3-97; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 96-ASO-29]

Establishment of Class E Airspace; Thomson, GA, and Amendment of Class E Airspace; Augusta, GA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes Class E airspace at Thomson, GA, for the Thomson-McDuffie Airport. Currently the Class E airspace area for the airport is included in the Augusta, GA, Class E airspace area. The McDuffie NDB was relocated from an off-airport to an on-airport site. As a result the NDB Standard Instrument Approach Procedure (SIAP) has been revised. The subsequent airspace review revealed that less Class E airspace was now required for the Thomson-McDuffie Airport. As reduced the Class E airspace area for the Thomson-McDuffie Airport no longer intersects the remainder of the Augusta Class E airspace area. Therefore, it is necessary to establish stand alone Class E airspace extending upward from 700 feet above the surface (AGL) at Thomson, GA, for the Thomson-McDuffie Airport and amend the Augusta, GA, Class E airspace area by removing the airspace previously required for the Thomson-McDuffie Airport.

EFFECTIVE DATE: 0901 UTC, May 22, 1997.

FOR FURTHER INFORMATION CONTACT: Benny L. McGlamery, Operations Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5570.

SUPPLEMENTARY INFORMATION:

History

On January 24, 1997, the FAA proposed to amend Part 71 of the Federal Aviation Regulations (14 CFR

Part 71) by establishing Class E airspace at Thomson, GA, and amending Class E airspace at Augusta, GA, (62 FR 3629). This action will provide adequate Class E airspace for IFR operations at Thomson-McDuffie Airport.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Designations for Class E airspace extending upward from 700 feet or more above the surface are published in Paragraph 6005 of FAA Order 7400.9D dated September 4, 1996, and effective September 16, 1996. The Class E airspace designation listed in this document will be published subsequently in the Order.

The Rule

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR part 71) establishes stand-alone Class E airspace at Thomson, GA, for the Thomson-McDuffie Airport and amends Class E airspace at Augusta, GA, by removing the airspace previously required for the Thomson-McDuffie Airport.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore, (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) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR Part 71 as follows:

PART 71—[AMENDED]

1. The authority citation for 14 CFR Part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g); 40103, 40113, 40120; EO 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 14 CFR 11.69.