

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

[Docket No. 97-SW-42-AD; Amendment 39-11092; AD 99-07-07]

RIN 2120-AA64

Airworthiness Directives; Eurocopter France Model SA 330J 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 Eurocopter France (Eurocopter) Model SA 330J helicopters. This action requires the visual inspection and, if any crack is found, replacement of the affected main rotor head sleeve. This amendment is prompted by the discovery of a crack through the thickness of a lower lug of a blade sleeve. The actions specified by the proposed AD are intended to prevent failure of a main rotor head sleeve that could result in the loss of a main rotor blade and subsequent loss of control of the helicopter.

DATES: Effective April 12, 1999.

Comments for inclusion in the Rules Docket must be received on or before April 26, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Regional Counsel, Southwest Region, Attention: Rules Docket No. 97-SW-42-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

FOR FURTHER INFORMATION CONTACT: Mike Mathias, Aerospace Engineer, FAA, Rotorcraft Directorate, ASW-111, 2601 Meacham Blvd, Fort Worth, Texas 76137, telephone 817-222-5123, fax 817-222-5961.

SUPPLEMENTARY INFORMATION: The Direction Generale De L'Aviation Civile (DGAC), the airworthiness authority for France, recently notified the FAA that an unsafe condition may exist on Eurocopter Model SA 330J helicopters. The DGAC advises of the discovery of a crack in the lower lug on the trailing edge of an SA 330J blade sleeve.

Eurocopter has issued Eurocopter France Service Bulletin 05.80 R1, dated February 14, 1995 (SB), which specifies the visual inspection and replacement procedures of each main rotor head sleeve lug, Part Number (P/N) 330A31.1376.00 through .05 or 330A31.1376.12 through .17 in accordance with paragraph C(1) and

C(2) of the SB. The DGAC classified this SB as mandatory and issued DGAC AD 91-021-064(B)R1, dated March 15, 1995, to ensure the continued airworthiness of these helicopters in France.

This helicopter model is manufactured in France 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, the DGAC has kept the FAA informed of the situation described above. The FAA has examined the findings of the DGAC, 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 Eurocopter Model SA 330J helicopters of the same type design registered in the United States, the proposed AD would require the visual inspection of each main rotor head sleeve lug, P/N 330A31.1376.00 through .05 or 330A31.1376.12 through .17.

None of the Eurocopter Model SA 330J helicopters affected by this action are on the U.S. Register. All helicopters included in the applicability of this rule are currently operated by non-U.S. operators under foreign registry; therefore, they are not directly affected by this AD action. However, the FAA considers this rule necessary to ensure that the unsafe condition is addressed in the event that any of these subject helicopters are imported and placed on the U.S. Register in the future.

Since this AD action does not affect any helicopter that is currently on the U.S. Register, it has no adverse economic impact and imposes no additional burden on any person. Therefore, it is found that notice and opportunity for prior public comment hereon are unnecessary, and that good cause exists for making this amendment effective in less than 30 days.

Should an affected helicopter be imported and placed on the U.S. Register, it will require approximately 1 work hour to accomplish each required inspection, and 1 work hour to replace a sleeve, at an average labor rate of \$60 per work hour. Each main rotor head sleeve costs \$19,100. Based on these figures, the cost impact of this AD will be \$19,220 for inspecting and replacing one blade sleeve.

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. 97-SW-42-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 notice and public comment are unnecessary in promulgating this regulation, that the regulation can be issued immediately to correct an unsafe condition in aircraft since none of these model helicopters are registered in the United States, 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, 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 99-07-07 Eurocopter France:

Amendment 39-11092, Docket No. 97-SW-42-AD.

Applicability: Eurocopter France (Eurocopter) Model SA 330J helicopters, with main rotor head sleeves part number (P/N) 330A31.1376.00 through .05 or 30A31.1376.12 through .17 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 request approval for an alternative method of compliance in accordance with paragraph (c) 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.

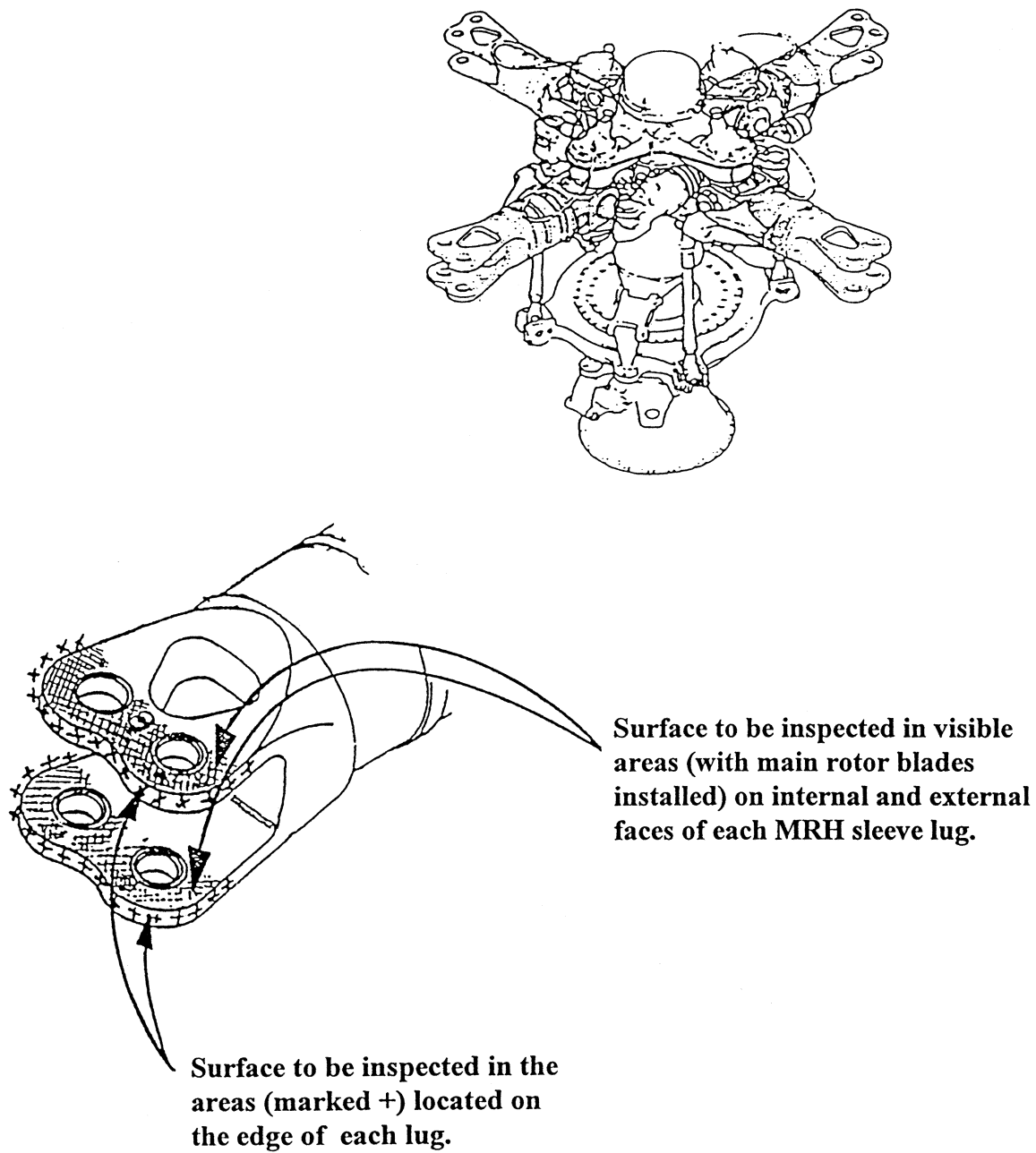
Compliance: Required within 15 calendar days, unless previously accomplished, and thereafter at intervals not to exceed 50 hours time-in-service.

To prevent failure of a main rotor head sleeve (sleeve), P/N 330A31.1376.00 through .05 or 330A31.1376.12 through .17, that could result in loss of a main rotor blade and subsequent loss of control of the helicopter, accomplish the following:

(a) Visually inspect each main rotor head sleeve lug (lug), without removing the main rotor blades, for cracks in the area indicated in Figure 1.

Note 2: Eurocopter France Service Bulletin 05.80R1, dated February 14, 1995, pertains to the subject of this AD.

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DETAIL OF AREAS TO BE INSPECTED

FIGURE 1

(b) If any crack is found in a lug, prior to further flight, replace the affected sleeve with an airworthy sleeve.

(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 Standards Staff, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Standards Staff.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Standards Staff.

(d) Special flight permits will not be issued.

(e) This amendment becomes effective on April 12, 1999.

Note 4: The subject of this AD is addressed in Direction Generale De L'Aviation Civile (France) AD 91-021-064(B)R1, dated March 15, 1995.

Issued in Fort Worth, Texas, on March 18, 1999.

Eric Bries,

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

[FR Doc. 99-7383 Filed 3-25-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-CE-91-AD; Amendment 39-11094; AD 99-07-09]

RIN 2120-AA64

Airworthiness Directives; British Aerospace Jetstream Model 3201 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to certain British Aerospace Jetstream Model 3201 airplanes. This AD requires replacing the nose landing gear downlock actuator, the flap actuator, the steering selector valve, the hydraulic reservoir, and the emergency selector valve. This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for the United Kingdom. The actions specified by this AD are intended to prevent internal corrosion of the hydraulic components on airplanes where these components were exposed to water contamination, which could result in reduced or loss of control of the airplane.

EFFECTIVE DATE: May 10, 1999.

ADDRESSES: Service information that applies to this AD may be obtained from British Aerospace Regional Aircraft, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland; telephone: (01292) 479888; facsimile: (01292) 479703. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-CE-91-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

FOR FURTHER INFORMATION CONTACT: Mr. S.M. Nagarajan, Aerospace Engineer, FAA, Small Airplane Directorate, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone: (816) 426-6932; facsimile: (816) 426-2169.

SUPPLEMENTARY INFORMATION:

Events Leading to the Issuance of This AD

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain British Aerospace Jetstream Model 3201 airplanes was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on December 8, 1998 (63 FR 67633). The NPRM proposed to require replacing the nose landing gear downlock actuator, the flap actuator, the steering selector valve, the hydraulic reservoir, and the emergency selector valve. Accomplishment of the proposed action as specified in the NPRM would be in accordance with the applicable maintenance manual, as specified in Jetstream Alert Service Bulletin 29-A-JA 970940, Original Issue: February 4, 1998.

The NPRM was the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for the United Kingdom.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

Since the issuance of the NPRM, British Aerospace has revised Jetstream Alert Service Bulletin 29-A-JA 970940, Original Issue: February 4, 1998 (Revision No. 1: January 27, 1999). This service bulletin revision only corrects reference to parts, clarifies certain aspects of the subjects, and incorporates procedural changes. In addition, the service bulletins (both the original issue and Revision No. 1) only specify the replacements. The procedures for accomplishing the work are included in the maintenance manual.

The FAA's Determination

After careful review of all available information related to the subject presented above, the FAA has determined:

- That referencing the revised service information in the AD would not add any additional burden upon the public than was originally proposed; and
- That air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections.

Compliance Time of This AD

The compliance time of this AD is presented in both calendar time and hours time-in-service (TIS). Corrosion could occur on the hydraulic system components and then either continue to deteriorate the part over time regardless of airplane operation or develop into stress cracks over time based on airplane operation. In order to assure that this condition does not go undetected, a compliance time of specific hours TIS and calendar time is utilized.

Cost Impact

The FAA estimates that 9 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 33 workhours per airplane to accomplish this action, and that the average labor rate is approximately \$60 an hour. Parts to accomplish the replacements cost approximately \$46,636. (Overhauled or repaired parts are available from the agencies of equipment manufacturers or from the aircraft manufacturer's agency). Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$437,544, or \$48,616 per airplane.

Regulatory Impact

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