

## DEPARTMENT OF TRANSPORTATION

## Federal Aviation Administration

## 14 CFR Part 39

[Docket No. 98-SW-73-AD; Amendment 39-11252; AD 99-17-03]

RIN 2120-AA64

**Airworthiness Directives; Bell Helicopter Textron, Inc. Model 204B, 205A, and 205A-1 Helicopters**

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to Bell Helicopter Textron, Inc. (BHTI) Model 204B, 205A, and 205A-1 helicopters, that currently requires modifying and inspecting the vertical fin spar (fin spar) for cracks. This amendment requires modification and visual and dye-penetrant inspections of the fin spar for cracks, and if a crack is discovered, replacing the fin spar. A tapping test for disbonding and replacing certain fin spars within 12 calendar months is also required. This amendment is prompted by an accident involving a Model 205A-1 helicopter and four other accidents involving helicopters of similar type design. The actions specified by this AD are intended to prevent failure of the fin spar, loss of the tail rotor, and subsequent loss of control of the helicopter.

**DATES:** Effective September 16, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of September 16, 1999.

**ADDRESSES:** The service information referenced in this AD may be obtained from Bell Helicopter Textron, Inc., P.O. Box 482, Fort Worth, Texas 76101, telephone (817) 280-3391, fax (817) 280-6466. 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:** Harry Edmiston, Aerospace Engineer, Rotorcraft Certification Office, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5158, fax (817) 222-5783.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39)

by superseding AD 97-18-11, Amendment 39-10520 (63 FR 26429), applicable to BHTI Model 204B, 205A, and 205A-1 helicopters, was published in the **Federal Register** on May 26, 1999 (64 FR 28420). That action proposed to require initial and repetitive inspections of the fin spar for cracks. Also proposed was a requirement to replace the fin spar within 12 calendar months. Replacing the fin spar with a FAA-approved fin spar configuration that satisfies the structural fatigue requirement of repeated high torque events would constitute a terminating action for the requirements of the AD. That action was prompted by an accident involving a Model 205A-1 helicopter and four other accidents involving helicopters of similar type design.

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.

The FAA estimates that 150 helicopters of U.S. registry will be affected by this AD, that it will take approximately 8 work hours per helicopter to accomplish the initial inspection and 0.5 work hour to accomplish each repetitive inspection. Replacing the fin spar will take approximately 150 work hours. The average labor rate is \$60 per work hour. The manufacturer has stated that parts will be provided at no cost. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$76,500 for the initial inspection and one repetitive inspection, and \$1,350,000 to replace the fin spars on the entire fleet.

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 U.S.C. 106(g), 40113, 44701.

**§ 39.13 [Amended]**

2. Section 39.13 is amended by removing Amendment 39-10520 (63 FR 26429, May 13, 1998), and by adding a new airworthiness directive (AD), Amendment 39-11252, to read as follows:

**AD 99-17-03 Bell Helicopter Textron, Inc.:**  
Amendment 39-11252. Docket No. 98-SW-73-AD. Supersedes AD 97-18-11, Amendment 39-10520, Docket No. 97-SW-32-AD.

**Applicability:** Model 204B helicopters with vertical fin spar (fin spar), part number (P/N) 205-030-899-001, -089, P/N 205-030-846-001, -003, -047, -049, or P/N 204-030-825-063, -065, installed, and Model 205A and 205A-1 helicopters, with fin spar, P/N 205-030-899-101, P/N 205-030-846-087, -089, or P/N 205-032-851-003, -007, -009, 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 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 (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 as indicated, unless accomplished previously.

To prevent failure of the fin spar, loss of the tail rotor, and subsequent loss of control of the helicopter, accomplish the following:

(a) For Model 204B helicopters:

(1) Within 8 hours time-in-service (TIS), modify the vertical fin and visually inspect the fin spar for cracks in accordance with Part I (A1), paragraphs 1 through 5 of Bell Helicopter Textron (BHTI) Alert Service Bulletin (ASB) 204B-98-50, dated October 22, 1998.

(i) If a crack is discovered on the spar, replace the fin spar assembly with an airworthy fin spar assembly before further flight. Repair any corrosion or disbonding discovered during the inspection before further flight.

(ii) After inspection, apply MIL-PRF-81352 TYI clear lacquer or equivalent to the inside of the two lower rivet holes and on the surface where paint and primer were removed. Spray, brush, or wipe on a protective coat of MIL-C-16173, Grade 2, or equivalent, over the clear lacquer. To facilitate subsequent inspections, do not replace the two lower rivets. See Figure 2 of BHTI ASB 204B-98-50, dated October 22, 1998.

**Note 2:** BHTI-MED-SRM-1, pages 3-36 through 3-38, pertain to the installation of Hi-Loks.

(iii) Before drilling or reaming, inspect all holes in the spar cap where rivets were removed for short edge distance. An existing edge distance less than 1.5 times the diameter of the drill or reamed hole must have FAA approval of the reworked area before proceeding.

(iv) Fasten the forward left-hand fin skin to the spar assembly using Hi-Loks and blind rivets as specified in Figure 2 of BHTI ASB 204B-98-50, dated October 22, 1998.

(v) Refinish the reworked area.

(2) After initial modification and inspection of the fin, thereafter inspect the fin spar for cracks at intervals not to exceed 8 hours TIS as follows:

(i) Accomplish Part I (A2), paragraphs 1 through 3 of BHTI ASB 204B-98-50, dated October 22, 1998.

(ii) If a crack is discovered on the spar, replace the fin spar assembly with an airworthy fin spar assembly before further flight. Repair any corrosion or disbonding discovered during the inspection before further flight.

(iii) After inspection, accomplish Part I (A2), paragraphs 5 and 6 of BHTI ASB 204B-98-50, dated October 22, 1998.

(3) Within 25 hours TIS, modify and inspect the vertical fin as follows:

(i) Accomplish Part I (C1), paragraph 1 of BHTI ASB 204B-98-50, dated October 22, 1998.

(ii) Remove sufficient rivets from the bottom row of the forward left-hand fin skin to allow trimming of the forward left-hand fin skin along the "skin cutline", approximately fin station 64.31 (see Figure 2 of BHTI ASB 204B-98-50, dated October 22, 1998).

(iii) Before drilling or reaming, inspect all holes in the spar cap where rivets were removed for short edge distance. An existing edge distance less than 1.5 times the diameter of the drill or reamed hole must have FAA approval of the reworked area before proceeding.

(iv) Accomplish Part I (C1), paragraphs 3, 4, and 6 of BHTI ASB 204B-98-50, dated October 22, 1998.

(v) If a crack is discovered on the spar, replace the fin spar assembly with an airworthy fin spar assembly before further flight. Repair any corrosion or disbonding discovered during the inspection before further flight.

(vi) Accomplish Part I (C1), paragraphs 10 through 14 of BHTI ASB 204B-98-50, dated October 22, 1998.

(4) After the initial modification and dye-penetrant inspection of the fin spar, thereafter at intervals not to exceed 300 hours TIS, inspect the fin spar as follows:

(i) Accomplish Part I (C2), paragraphs 1, 2, 3, 4, 5, and 7 of BHTI ASB 204B-98-50, dated October 22, 1998.

(ii) If a crack is discovered on the spar, replace the fin spar assembly with an airworthy fin spar assembly before further flight. Repair any corrosion or disbonding discovered during the inspection before further flight.

(iii) Accomplish Part I (C2), paragraphs 11 through 14 of BHTI ASB 204B-98-50, dated October 22, 1998.

(5) Within 25 hours TIS, and thereafter at intervals not to exceed 300 hours TIS, inspect the fin spar as follows:

(i) Accomplish Part I (B), paragraphs 1 through 13 of BHTI ASB 204B-98-50, dated October 22, 1998.

(ii) Repair any disbonding discovered during the inspection before further flight.

(6) Within 12 calendar months, remove fin spar P/N 205-030-899-001, or -089, or P/N 205-030-846-001, -003, -047, or -049, or P/N 204-030-825-063, or -065. Replace it with an airworthy fin spar configuration that has been demonstrated to the FAA to satisfy the structural fatigue requirements of repeated high torque events and is approved by the Manager, Rotorcraft Standards Staff.

(7) Installation of a replacement fin spar approved by the Manager, Rotorcraft Standards Staff, constitutes a terminating action for the requirements of this AD.

(b) For Model 205A and 205A-1 helicopters:

(1) Within 8 hours TIS, modify the vertical fin and visually inspect the fin spar for cracks in accordance with Part I (A1), paragraphs 1 through 5 of BHTI ASB 205-98-71, Revision A, dated September 21, 1998.

(i) If a crack is discovered on the spar, replace the fin spar assembly with an airworthy fin spar assembly before further flight. Repair any corrosion or disbonding discovered during the inspection before further flight.

(ii) After inspection, apply MIL-PRF-81352 TYI clear lacquer or equivalent to the inside of the two lower rivet holes and on the surface where paint and primer were removed. Spray, brush, or wipe on a protective coat of MIL-C-16173, Grade 2, or equivalent, over the clear lacquer. To facilitate subsequent inspections do not replace the two lower rivets. See figure 2 of BHTI ASB 205-98-71, Revision A, dated September 21, 1998.

(iii) Before drilling or reaming, inspect all holes in the spar cap where rivets were removed for short edge distance. An existing

edge distance less than 1.5 times the diameter of the drill or reamed hole must have FAA approval of the reworked area before proceeding.

(iv) Fasten the forward left-hand fin skin and the retainer, P/N 205-032-851-045, to the fin spar assembly using Hi-Loks and blind rivets as specified in Figure 2 of BHTI ASB 205-98-71, Revision A, dated September 21, 1998. Reinstall clip and radius block (if existing) removed in paragraph 2 of Part 1 (A1) of BHTI ASB 205-98-71, Revision A, dated September 21, 1998.

(v) Refinish the reworked area.

(2) After initial modification and inspection of the vertical fin, thereafter, inspect the fin spar for cracks at intervals not to exceed 8 hours TIS as follows:

(i) Accomplish Part I (A2), paragraphs 1 through 3 of BHTI ASB 205-98-71, Revision A, dated September 21, 1998.

(ii) If a crack is discovered on the spar, replace the fin spar assembly with an airworthy fin spar assembly before further flight. Repair any corrosion or disbonding discovered during the inspection before further flight.

(iii) After inspection, accomplish Part I (A2), paragraphs 5 and 6, of BHTI ASB 205-98-71, Revision A, dated September 21, 1998.

(3) Within 25 hours TIS, modify and inspect the vertical fin as follows:

(i) Accomplish Part I (C1), paragraph 1 of BHTI ASB 205-98-71, Revision A, dated September 21, 1998.

(ii) Remove the clip, P/N 212-030-099-091, and radius block, P/N 212-030-099-095, if present. Remove the retainer, P/N 205-032-851-045, and sufficient rivets from the bottom row of the forward left-hand fin skin to allow trimming of the forward left-hand fin skin along the "skin cutline", at approximately Fin Station 66.31 (see Figure 2 of BHTI ASB 205-98-71, Revision A, dated September 21, 1998).

(iii) Before drilling or reaming, inspect all holes in the spar cap where rivets were removed for short edge distance. An existing edge distance less than 1.5 times the diameter of the drill or reamed hole must have FAA approval of the reworked area before proceeding.

(iv) Accomplish Part I (C1), paragraphs 3, 4, and 6 in BHTI ASB 205-98-71, Revision A, dated September 21, 1998.

(v) If a crack is discovered on the spar, replace the fin spar assembly with an airworthy fin spar assembly before further flight. Repair any corrosion or disbonding discovered during the inspection before further flight.

(vi) Accomplish Part I (C1) paragraphs 10 through 14 of BHTI ASB 205-98-71, Revision A, dated September 21, 1998.

(4) After the initial modification and dye-penetrant inspection of the fin spar, thereafter, at intervals not to exceed 300 hours TIS, inspect the fin spar as follows:

(i) Accomplish Part I (C2), paragraphs 1, 2, 3, 4, 5, and 7 of BHTI ASB 205-98-71, Revision A, dated September 21, 1998.

(ii) If a crack is discovered on the spar, replace the fin spar assembly with an airworthy fin spar assembly before further flight. Repair any corrosion or disbonding

discovered during the inspection before further flight.

(iii) Accomplish Part I (C2), paragraphs 11 through 14 of ASB 205-98-71, Revision A, dated September 21, 1998.

(5) Within 25 hours TIS, and thereafter at intervals not to exceed 300 hours TIS inspect the fin spar as follows:

(i) Accomplish Part I (B), paragraphs 1 through 13 of BHTI ASB 205-98-71, Revision A, dated September 21, 1998.

(ii) Repair any disbonding discovered during the inspection before further flight.

(6) Within 12 calendar months, remove fin spar, P/N 205-030-899-001, or -089, or P/N 205-030-846-087, or -089, or P/N 205-032-851-003, -007, or -009. Replace it with an airworthy fin spar configuration that has been demonstrated to the FAA to satisfy the structural fatigue requirements of repeated high torque events and is approved by the Manager, Rotorcraft Standards Staff, or replace it with fin spar assembly, P/N 205-530-514-103, as specified in BHTI ASB 205-98-73, dated September 25, 1998.

(7) Installing fin spar, P/N 205-530-514-103, or a fin spar that has been approved by the Manager, Rotorcraft Standards Staff, constitutes terminating action for the requirements of this AD.

(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, FAA, Rotorcraft Directorate, Rotorcraft Certification Office. 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 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Certification Office.

(d) 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.

(e) The inspections and modifications shall be done in accordance with Bell Helicopter Textron, Inc. Alert Service Bulletin 204B-98-50, dated October 22, 1998; 205-98-71, Revision A, dated September 21, 1998; or 205-98-73, dated September 25, 1998, as applicable. These incorporations by reference were 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, telephone (817) 280-3391, fax (817) 280-6466. Copies may be inspected 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.

(f) This amendment becomes effective on September 16, 1999.

Issued in Fort Worth, Texas, on August 4, 1999.

**Henry A. Armstrong,**

*Manager, Rotorcraft Directorate, Aircraft Certification Service.*

[FR Doc. 99-20754 Filed 8-11-99; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 99-A-AWP-11]

#### **Airport Name Change and Revision of Legal Description of Class D, Class E2, and Class E4 Airspace Areas; Barbers Point, NAS, HI**

**AGENCY:** Federal Aviation Administration (FAA) DOT.

**ACTION:** Final rule.

**SUMMARY:** This action changes the name of Barbers Point NAS, HI, and it's associated airspace areas to Kalaeloa Airport and revises the legal descriptions of the related Class D, Class E2, and Class E4 airspace areas by changing the geographical reference point from the Barbers Point Tactical Air Navigation (TACAN) to a new point of origin. The U.S. Navy has decommissioned the Barbers Point TACAN. The current airspace areas associated with Barbers Point NAS are described in FAA Order 7400.9F, Airspace Designations and Reporting Points, using the Barbers Point TACAN. The airport name change and decommissioning of the TACAN have made this action necessary.

**EFFECTIVE DATE:** 0901 UTC, September 13, 1999.

**FOR FURTHER INFORMATION CONTACT:** Debra Trindle, Airspace Specialist, Airspace Branch, AWP-520.10, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 725-6613.

#### **SUPPLEMENTARY INFORMATION:**

##### **History**

Under federal mandates of the Base Realignment and Closure (BRAC) Act, the United States Navy vacated Barbers Point NAS on July 1, 1999. Effective at 2200 Coordinated Universal Time on July 2, 1999, ownership of the airport was transferred to the State of Hawaii and the name changed to Kalaeloa Airport. In conjunction with the Navy's departure, the existing military TACAN and Instrument Approach Procedures to Barbers Point NAS were

decommissioned. The current airspace areas associated with Barbers Point NAS are described in FAA Order 7400.9F, Airspace Designations and Reporting Points, using the Barbers Point TACAN. The intent of this action is to change the name of Barbers Point NAS and it's associated airspace areas to Kalaeloa Airport and revise the legal description of the related Class D, Class E2, and Class E4 airspace areas by changing the geographical reference point from the Barbers Point Tactical Air Navigation (TACAN) to a new point of origin without changing the dimensions of operating requirements of the existing airspace. The transfer of ownership of the airport does not coincide with a scheduled publication date for the appropriate aeronautical charts. The next Hawaiian Islands Visual Flight Rules (VFR) Sectional Aeronautical Chart will be published on November 4, 1999 and will reflect these changes.

Class D, Class E2, and Class E4 airspace areas are published respectively in Paragraphs 5000, 6002, and 6004 of FAA Order 7400.9F, Airspace Designations and Reporting Points, dated September 20, 1998, and effective September 16, 1998, through September 15, 1999, which is incorporated by reference in 14 CFR 71.1. The airspace designations listed in this document would be published subsequently in this Order.

##### **The Rule**

This amendment to 14 CFR part 71 of the Federal Aviation Regulations changes the name of Barbers Point NAS and it's associated airspace areas to Kalaeloa Airport and revises the legal description of the related Class D, Class E2, and Class E4 airspace areas by changing the geographical reference point from the Barbers Point Tactical Air Navigation (TACAN) to a new point of origin without changing the dimensions or operating requirements of the existing airspace.

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. Therefore, this regulation—(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