

Rules and Regulations

Federal Register

Vol. 65, No. 221

Wednesday, November 15, 2000

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2000-SW-36-AD; Amendment 39-11984; AD 2000-18-52]

RIN 2120-AA64

Airworthiness Directives; Bell Helicopter Textron, Inc.—Manufactured Model OH-13E, OH-13H, and OH-13S Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This document publishes in the **Federal Register** an amendment adopting Airworthiness Directive (AD) 2000-18-52 which was sent previously to all known U.S. owners and operators of Bell Helicopter Textron, Inc. (BHTI)-manufactured Model OH-13E, OH-13H, and OH-13S helicopters by individual letters. This AD requires a liquid penetrant or eddy current inspection of the threads on each main rotor blade grip (grip) for a crack. The inspections must be accomplished within 100 hours time-in-service (TIS) since initial installation on any helicopter or within 10 hours TIS for grips with 100 or more hours TIS and thereafter at intervals not to exceed 200 hours TIS. This AD also establishes a retirement life of 1200 hours TIS for affected grips. This amendment is prompted by the results of an investigation of an August 1998 accident in which a grip failed on a BHTI Model 47G-2 helicopter due to a fatigue crack. The OH-13E, OH-13H, and OH-13S helicopters use the same grips as the Model 47G-2 helicopters. The actions specified by this AD are intended to prevent failure of a grip, loss of a main rotor blade, and

subsequent loss of control of the helicopter.

DATES: Effective November 30, 2000, to all persons except those persons to whom it was made immediately effective by Emergency AD 2000-18-52, issued on September 1, 2000, which contained the requirements of this amendment.

Comments for inclusion in the Rules Docket must be received on or before January 16, 2001.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Regional Counsel, Southwest Region, Attention: Rules Docket No. 2000-SW-36-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. You may also send comments electronically to the Rules Docket at the following address: 9-asw-adcomments@faa.gov.

FOR FURTHER INFORMATION CONTACT: Marc Bellhumeur, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Rotorcraft Certification Office, Fort Worth, Texas 76193-0170, telephone (817) 222-5177, fax (817) 222-5783.

SUPPLEMENTARY INFORMATION: On May 12, 1987, the FAA issued AD 86-06-08R1, Docket No. 86-ASW-10 (52 FR 24135, June 29, 1987), which amended AD 86-06-08 (51 FR 11300, April 2, 1986). Those AD's required an initial and repetitive fluorescent dye penetrant inspection of each grip on BHTI Model 47 helicopters and on BHTI-manufactured Model OH-13E, OH-13H, and OH-13S helicopters. On August 31, 2000, the FAA issued AD 2000-58-51, Docket No. 2000-SW-35-AD, that superseded those previous AD's, changed the compliance time, and established a retirement life for the grips on the BHTI Model 47 series helicopters. To address the same unsafe condition as is addressed for the Model 47 series helicopters in AD 2000-58-51, the FAA issued Emergency AD 2000-18-52 on September 1, 2000 for BHTI-manufactured Model OH-13E, OH-13H, and OH-13S helicopters. The emergency AD requires a liquid penetrant or eddy current inspection of the threads on each grip for a crack. The inspections must be accomplished within 100 hours TIS since initial installation on any helicopter or within 10 hours TIS for grips with 100 or more hours TIS, and thereafter at intervals not to exceed 200 hours TIS. That

emergency AD also establishes a retirement life of 1200 hours TIS for affected grips. That action was prompted by the results of an investigation of an August 1998 accident in which a grip failed on a BHTI Model 47G-2 helicopter due to a fatigue crack. An analysis of Australian field service data revealed fatigue cracks in the majority of the grips inspected. Since issuance of Emergency AD 2000-18-52, other cracked grips with less than 1200 hours TIS have been discovered. The OH-13E, OH-13H, and OH-13S helicopters use the same grips as the Model 47G-2 helicopters. This condition, if not corrected, could result in failure of a grip, loss of a main rotor blade, and subsequent loss of control of the helicopter.

Since the unsafe condition described is likely to exist or develop on other BHTI-manufactured Model OH-13E, OH-13H, and OH-13S helicopters of the same type design, the FAA issued Emergency AD 2000-18-52 to prevent failure of a grip, loss of a main rotor blade, and subsequent loss of control of the helicopter. The AD requires the following:

- Within the first 100 hours TIS since initial installation on any helicopter or within the next 10 hours TIS if 100 hours TIS has been exceeded, conduct a liquid penetrant or eddy current inspection of the grip threads for a crack.

- Thereafter, conduct the liquid penetrant or eddy current inspection at intervals not to exceed 200 hours TIS.

- If a crack is detected, before further flight, replace the cracked grip with an airworthy grip.

- Establish a retirement life of 1200 hours TIS.

The short compliance time involved is required because the previously described critical unsafe condition can adversely affect the structural integrity and controllability of the helicopter. Therefore, the above actions are required at the specified time intervals, and this AD must be issued immediately.

Since it was found that immediate corrective action was required, notice and opportunity for prior public comment thereon were impracticable and contrary to the public interest, and good cause existed to make the AD effective immediately by individual letters issued on September 1, 2000 to

all known U.S. owners and operators of BHTI-manufactured Model OH-13E, OH-13H, and OH-13S helicopters. These conditions still exist, and the AD is hereby published in the **Federal Register** as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13) to make it effective to all persons.

The FAA estimates that 300 helicopters of U.S. registry will be affected by this AD, that it will take approximately 10 work hours per helicopter to accomplish either inspection, and that the average labor rate is \$60 per work hour. Required parts, if a grip needs to be replaced, will cost approximately \$4,000 per grip (there are two grips on each helicopter). Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$2,580,000, assuming one inspection per helicopter and replacement of both grips on each helicopter.

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 mailed 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. 2000-SW-36-AD." The postcard will be date stamped and returned to the commenter.

The regulations adopted herein will not have a substantial direct effect 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, it is determined that this final rule does not have federalism implications under Executive Order 13132.

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 FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas.

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:

2000-18-52 Gifton McCreay (Formerly Aerodyne Systems Engineering, LTD., Formerly Texas Helicopter Corp.), Continental Copters, Inc., Teryjon Aviation Inc., Hawkeye Rotor and Wing Flight School: Amendment 39-11984. Docket No. 2000-SW-36-AD.

Applicability: Bell Helicopter Textron, Inc. (BHTI)-manufactured Model OH-13E, OH-

13H, and OH-13S helicopters, with main rotor blade grips, part number (P/N) 47-120-135-2, 47-120-135-3, 47-120-135-5, 47-120-252-1, 47-120-252-7, 47-120-252-11, 74-120-252-11, and 74-120-135-5, 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 a main rotor blade grip (grip), separation of a main rotor blade, and subsequent loss of control of the helicopter, accomplish the following:

(a) Within 100 hours time-in-service (TIS) since initial installation on any helicopter or within 10 hours TIS for grips with 100 or more hours TIS, conduct a liquid penetrant or eddy current inspection of the grip threads for a crack. Thereafter, conduct the liquid penetrant or eddy current inspection at intervals not to exceed 200 hours TIS. If a crack is detected, before further flight, replace the cracked grip with an airworthy grip.

(b) On or before 1200 hours TIS, replace each grip with an airworthy grip. This AD establishes a retirement life of 1200 hours TIS for grips, P/N 47-120-135-2, 47-120-135-3, 47-120-135-5, 47-120-252-1, 47-120-252-7, 47-120-252-11, 74-120-252-11, and 74-120-135-5.

(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 Certification Office, 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.

(d) Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the requirements of this AD can be accomplished.

(e) This amendment becomes effective on November 30, 2000, to all persons except those persons to whom it was made immediately effective by Emergency AD 2000-18-52, issued September 1, 2000, which contained the requirements of this amendment.

Issued in Fort Worth, Texas, on November 2, 2000.

Mark R. Schilling,

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

[FR Doc. 00-29050 Filed 11-14-00; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2000-NE-03-AD; Amendment 39-11981; AD 2000-23-11]

RIN 2120-AA64

Airworthiness Directives; Rolls-Royce Spey 555-15, -15H, -15N, and -15P Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to Rolls-Royce (RR) plc. Spey 555-15, -15H, -15N, and -15P turbofan engines, that requires modification of the low pressure (LP) turbine stage 2 nozzle guide vane (NGV) support ring seal assembly. This amendment is prompted by two instances of disk drive arm damage. In both cases, heavy damage to the stage 1 LP turbine-to-stage 2 LP turbine disk drive arm occurred as a result of an out-of-balance condition following the failure of a stage 2 LP turbine blade. The actions specified by this AD are intended to prevent damage to the disk drive arm which could result in loss of stage 1 LP turbine-to-stage 2 LP turbine disk drive, a turbine overspeed condition, and possible uncontained disk failure and damage to the airplane.

DATES: Effective date December 20, 2000. The incorporation by reference of certain publications listed in the rule is approved by the Director of the Federal Register as of December 20, 2000.

ADDRESSES: The service information referenced in this AD may be obtained from Rolls-Royce plc, PO Box 31, Derby, England, DE248BJ; telephone No. 011-44-1332-242-424; FAX No. 011-44-1332-245-418. This information may be examined at the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: James Lawrence, Aerospace Engineer,

Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone No. 781-238-7176; fax No. 781-238-7199.

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 Rolls-Royce (RR) plc. Spey 555-15, -15H, -15N, and -15P turbofan engines was published in the *Federal Register* on July 7, 2000 (65 FR 41884). That action proposed to require modification of the low pressure (LP) turbine stage 2 nozzle guide vane (NGV) support ring seal assembly in accordance with Service Bulletin (SB) No. Sp 72-1063, dated May 1999.

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.

Economic Impact

There are approximately 310 engines of the affected design in the worldwide fleet. The FAA estimates that 60 engines installed on aircraft of U.S. registry would be affected by this AD. It will take approximately 2.0 work hours per engine to accomplish the proposed actions. The average labor rate is \$60 per work hour. Since this action is a rework of existing parts, there is no required parts cost. Based on these figures, the FAA estimates the total cost impact of the proposed AD on U.S. operators to be \$7,200.

Regulatory Impact

This proposed rule does not have federalism implications, as defined in Executive Order No. 13132, because it would not have a substantial direct effect 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. Accordingly, the FAA has not consulted with state authorities prior to publication of this proposed rule.

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 Code of Federal 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 the following new airworthiness directive:

2000-23-11 Rolls-Royce: Amendment 39-11981. Docket 2000-NE-03-AD.

Applicability: Rolls-Royce (RR) plc. Spey 555-15, -15H, -15N, and -15P turbofan engines. These engines are installed on but not limited to Fokker F.28 Mark series airplanes.

Note 1: This airworthiness directive (AD) applies to each engine 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 engines 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 (b) 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 damage to the disk drive arm which could result in loss of stage 1 LP turbine-to-stage 2 LP turbine disk drive, a turbine overspeed condition and possible uncontained disk failure, and damage to the airplane, do the following:

Rework Instructions

(a) Within three years after the effective date of this AD, rework the low pressure (LP) turbine stage 2 nozzle guide vane (NGV) support ring seal assembly in accordance with paragraphs 2.A. through 2.C. of the Accomplishment Instructions of RR service