

186, dated February 15, 2012; for related information.

#### (j) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Grob Aircraft Service Bulletin No. MSB1078–186/3, dated August 3, 2012.

(ii) Reserved.

(3) For Grob Aircraft AG service information identified in this AD, contact Grob Aircraft AG, Lettenbachstrasse 9, D–86874 Tussenhausen-Mattsies, Germany; phone: +49 (0) 8268 998 139; fax: +49 (0) 8268 998 200; email: [productsupport@grob-aircraft.de](mailto:productsupport@grob-aircraft.de); Internet: [www.grob-aircraft.com/index.php/g-115e.html](http://www.grob-aircraft.com/index.php/g-115e.html).

(4) You may view this service information at FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329–4148.

(5) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202–741–6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Kansas City, Missouri, on April 8, 2013.

**Earl Lawrence,**

*Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 2013–08771 Filed 4–17–13; 8:45 am]

**BILLING CODE 4910–13–P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA–2012–1127; Directorate Identifier 2010–SW–035–AD; Amendment 39–17423; AD 2013–08–06]

**RIN 2120–AA64**

#### **Airworthiness Directives; Bell Helicopter Textron Canada (Bell) Helicopters**

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

**ACTION:** Final rule.

**SUMMARY:** We are adopting a new airworthiness directive (AD) for Bell Model 430 helicopters, which requires replacing certain components of the air data system. This AD was prompted by the discovery of incorrect indicated airspeed when the helicopter was tested to the cold temperature limits (–40 degrees centigrade) required for

Category A operations. The actions of this AD are intended to correct the published Vne and to correct the indicated airspeed.

**DATES:** This AD is effective May 23, 2013.

**ADDRESSES:** For service information identified in this AD, contact Bell Helicopter Textron Canada Limited, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4, telephone (450) 437–2862 or (800) 363–8023, fax (450) 433–0272, or <http://www.bellcustomer.com/files/>. You may review the referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

#### **Examining the AD Docket**

You may examine the AD docket on the Internet at <http://www.regulations.gov> or in person at the Docket Operations Office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, any incorporated-by-reference service information, the economic evaluation, any comments received, and other information. The street address for the Docket Operations Office (phone: 800–647–5527) is U.S. Department of Transportation, Docket Operations Office, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:** Mark F. Wiley, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Regulations and Policy Group, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222–5110, fax (817) 222–5110, email [mark.wiley@faa.gov](mailto:mark.wiley@faa.gov).

#### **SUPPLEMENTARY INFORMATION:**

##### **Discussion**

On October 22, 2012, at 77 FR 64439, the **Federal Register** published our notice of proposed rulemaking (NPRM), which proposed to amend 14 CFR part 39 to include an AD that would apply to Bell Model 430 helicopters. That NPRM proposed to require replacing certain components of the air data system. The proposed requirements were intended to correct the published Vne and to correct the indicated airspeed.

The Transport Canada Civil Aviation (TCCA), which is the aviation authority for Canada, has issued Canadian AD No. CF–2005–30, dated August 3, 2005, to correct an unsafe condition for the Bell Model 430 helicopters. Discrepancies in the processing and display of air data were revealed when testing at low

temperatures to minus 40 degrees Centigrade (–40°C). The TCCA advises that modification to the instrumentation is required to reflect the Vne airspeed values tested at temperatures to –40°C. The TCCA states “This modification affects the software in the Vne Overspeed Warning computer (required for Category A operations) and in the AFCS [Automatic Flight Control System] Air Data Computer.” TCAA issued AD CF–2005–30 to require the procedures in Bell Alert Service Bulletin (ASB) No. 430–05–35, dated June 21, 2005, for replacing the affected instruments. Bell also issued ASB No. 430–01–22, dated April 30, 2001 (ASB 430–01–22), which provided a temporary Rotorcraft Flight Manual Supplement and placards with information on airspeed corrections. TCCA did not issue an AD to mandate the provisions of ASB 430–01–22.

#### **Comments**

We gave the public the opportunity to participate in developing this AD, but we did not receive any comments on the NPRM (77 FR 64439, October 22, 2012).

#### **FAA's Determination**

These helicopters have been approved by the TCCA and are approved for operation in the United States. Pursuant to our bilateral agreement with Canada, TCCA has notified us of the unsafe condition described in the Canadian AD.

We are issuing this AD because we evaluated all information provided by TCCA and determined the unsafe condition exists and is likely to exist or develop on other helicopters of the same type designs and that air safety and the public interest require adopting the AD requirements as proposed.

#### **Differences Between This AD and the TCCA AD**

We do not use the compliance date of July 31, 2007.

#### **Costs of Compliance**

We estimate that this AD will affect 52 helicopters of U.S. registry. We estimate that operators may incur the following costs in order to comply with this AD:

- \$680 to replace the overspeed warning computer, pilot and copilot airspeed indicators, Vne converter, and AFCS air data computer adapter module for each helicopter, assuming 8 work hours for each helicopter at an average labor rate of \$85 per work hour, and
- \$46,074 per helicopter for the required parts.

Based on these figures, we estimate the total cost impact of the AD on U.S. operators to be \$2,431,208 for the fleet.

#### Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs, describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: "General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on helicopters identified in this rulemaking action.

#### Regulatory Findings

This AD will not have federalism implications under Executive Order 13132. This AD 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.

*For the reasons discussed above, I certify that this AD:*

- (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);
- (3) Will not affect intrastate aviation in Alaska to the extent that it justifies making a regulatory distinction; and
- (4) 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.

We prepared an economic evaluation of the estimated costs to comply with this AD and placed it in the AD docket.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

#### Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 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. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

#### 2013-08-06 Bell Helicopter Textron

**Canada:** Amendment 39-17423; Docket No. FAA-2012-1127; Directorate Identifier 2010-SW-035-AD.

#### (a) Applicability

This AD applies to Model 430 helicopters: serial number (S/N) 49001 through 49103, with Overspeed Warning Kit, part number (P/N) 430-706-004-101 or P/N 430-706-004-103, installed; S/N 49001 through 49100, with Single Automatic Flight Control System (AFCS) with Flight Director Kit, P/N 430-705-009-103, -105, -109, -111, -115, -117, or P/N 430-705-011-109, -111, -121, or -123, installed; and S/N 49001 through 49100, with Dual AFCS with Flight Director Kit, P/N 430-705-011-103, -105, -115, -117, -125, -127, -129, -133, -135, or -137, installed, certificated in any category.

#### (b) Unsafe Condition

This AD defines the unsafe condition as inability of the helicopters, based on testing, to operate at the published  $V_{ne}$  indicated airspeeds within the cold temperature limits ( $-40$  degrees centigrade) required for Category A operations.

#### (c) Effective Date

This AD becomes effective May 23, 2013.

#### (d) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

#### (e) Required Actions

Within 1 year:

(1) For helicopters with an Overspeed Warning System, replace the Overspeed Warning Computer, P/N 430-375-013-103, with the Overspeed Warning Computer, P/N 430-375-013-105; the  $V_{ne}$  Converter, P/N ADI-21280-000, with the  $V_{ne}$  Converter, P/N ADI-21280-100; and the pilot and copilot Airspeed Indicator, P/N 222-375-027-117, with the pilot and copilot airspeed Indicator, P/N 222-375-027-119;

(i) If installed, remove the decal, P/N 430-075-070-103, from below the pilot and copilot airspeed indicators;

(ii) Leak test the pilot pitot static system; and

(iii) Operationally test the overspeed warning system.

(2) For helicopters with a Single or Dual AFCS with a Flight Director, replace the AFCS Air Data Computer Adapter Module, P/N 065-05041-0021, with P/N 065-05041-0031;

(i) If installed, remove the decal, P/N 430-075-070-101, from above the pilot and

copilot electronic attitude direction indicators airspeed indicators;

(ii) Leak test the pilot pitot static system;

(iii) Power-up test the altimeter/vertical speed indicator (ALT/VSI) and self-test the ALT/VSI of the AFCS air data computer.

#### (f) Alternative Methods of Compliance (AMOC)

(1) The Manager, Rotorcraft Standards Staff, FAA may approve AMOCs for this AD. Send your proposal to: Mark F. Wiley, Aviation Safety Engineer, Rotorcraft Directorate, Regulations and Policy Group, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5110, fax (817) 222-5961, email [mark.wiley@faa.gov](mailto:mark.wiley@faa.gov).

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office before operating any aircraft complying with this AD through an AMOC.

#### (g) Additional Information

(1) Bell Helicopter Textron Alert Service Bulletin (ASB) No. 430-05-35, dated June 21, 2005, and ASB No. 430-01-22, dated April 30, 2001, which are not incorporated by reference, contain additional information about the subject of this AD. For service information identified in this AD, contact Bell Helicopter Textron Canada Limited, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4, telephone (450) 437-2862 or (800) 363-8023, fax (450) 433-0272, or <http://www.bellcustomer.com/files/>. You may review the service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(2) The subject of this AD is addressed in Transport Canada Civil Aviation AD No. CF 2005-30, dated August 3, 2005.

#### (h) Subject

Joint Aircraft System/Component Code: 3417 Air Data Computer.

Issued in Fort Worth, Texas, on April 8, 2013.

**Kim Smith,**

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

[FR Doc. 2013-08762 Filed 4-17-13; 8:45 am]

**BILLING CODE 4910-13-P**