

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive to read as follows:

AD 96-06-12 Bell Helicopter Textron, Inc.: Amendment 39-9616. Docket No. 96-SW-01-AD.

Applicability: Model 47B, 47B-3, 47D, 47D-1, 47G, 47G-2, 47G-2A, 47G-2A-1, 47G-3, 47G-3B, 47G-3B-1, 47G-3B-2, 47G-3B-2A, 47G-4, 47G-4A, 47G-5, 47G-5A, 47H-1, 47J, 47J-2, 47J-2A, and 47-K helicopters, with tail rotor blade assembly, part number (P/N) 047-642-117-105, serial numbers (S/N) A-1943 through A-2068, 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 as indicated, unless accomplished previously.

To prevent premature delamination or separation of the tail rotor blade (blade) tip block or the abrasion strip, which could lead to failure of the blade and subsequent loss of control of the helicopter, accomplish the following:

(a) Prior to the first flight of each day, visually inspect each blade tip, abrasion strip, blade skin and blade butt as follows:

(1) Inspect each blade tip for corrosion or delamination adjacent to the abrasion strip and tip block.

(2) Inspect each abrasion strip for corrosion or delamination, paying particular attention to the abrasion strip leading edge.

(3) Inspect each blade skin for corrosion, paying particular attention to any areas of paint cracking or damage. Inspect all bonded joints for corrosion or delamination.

(4) Inspect each blade butt around the bearings for corrosion or delamination.

(b) Thereafter, conduct the visual inspections specified in paragraph (a) of this AD at intervals not to exceed 10 hours time-in-service.

(c) If the inspections required by paragraphs (a) and (b) of this AD reveal any corrosion or delamination, replace the blade with an airworthy blade before further flight.

(d) Installation of any airworthy tail rotor blade assembly which has been FAA-approved for the particular Model 47 helicopter, except for P/N 047-642-117-105 with S/N A-1943 through A-2068, constitutes a terminating action for the requirements of this AD.

(e) Installation of tail rotor blade assembly, P/N 047-642-117-105M, including those with S/N A-1943 through A-2068, constitutes a terminating action for the requirements of this AD.

Note 2: Bell Helicopter Textron Alert Service Bulletin No. 47-96-21, dated January 29, 1996, pertains to this AD.

(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. 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.

(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) This amendment becomes effective on May 29, 1996, to all persons except those persons to whom it was made immediately effective by Priority Letter AD 96-06-12, issued March 13, 1996, which contained the requirements of this amendment.

Issued in Fort Worth, Texas, on May 3, 1996.

Eric Bries,

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

[FR Doc. 96-11958 Filed 5-13-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-SW-02-AD; Amendment 39-9615; AD 96-10-09]

RIN 2120-AA64

Airworthiness Directives; McDonnell Douglas Helicopter Systems Model 369, 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, and 500N 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 McDonnell Douglas Helicopter Systems (MDHS) Model 369, 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, and 500N helicopters. This action requires initial and repetitive inspections of each main rotor blade (blade) root for either cracks or paint and sealant cracking or separation between the lower surface

root end fitting and the doubler. This amendment is prompted by one accident in which a blade separated from the helicopter, as well as eight other reports of cracked blades. The actions specified in this AD are intended to prevent failure of a blade resulting in separation of the blade and subsequent loss of control of the helicopter.

DATES: Effective May 29, 1996.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of 15 days after the date of publication in the Federal Register.

Comments for inclusion in the Rules Docket must be received on or before July 15, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-SW-02-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

The service information referenced in this AD may be obtained from MDHS, Technical Publications, Bldg. 530/B111, 5000 E. McDowell Rd., Mesa, Arizona 85215-9797. This information may be examined at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. John Cecil, Aerospace Engineer, ANM-120L, Los Angeles Aircraft Certification Office, Northwest Mountain Region, 3960 Paramount Blvd., Lakewood, California, telephone (310) 627-5322, fax (310) 627-5210.

SUPPLEMENTARY INFORMATION: This amendment adopts a new AD that is applicable to MDHS Model 369, 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, and 500N helicopters. One accident occurred in August 1995 in which one blade separated from the rotor system while the helicopter was on the ground. Additionally, there were eight reports of blade cracking prior to the one accident, all of which were discovered during either routine inspections or inspections resulting from reported abnormal vibrations. Subsequent investigations revealed that bonding separation occurred between the lower surface root end fitting and the doubler. This condition, if not corrected, could result in failure of a blade resulting in separation of the blade and subsequent loss of control of the helicopter.

The FAA has reviewed McDonnell Douglas Helicopter Systems Service Information Notice No. HN-239, DN-188, EN-81, FN-67, and NN-008, dated October 27, 1995, which describes procedures for a one-time visual inspection of the blade root end for chordwise cracking and paint or sealant cracking between the lower surface root end fitting and the doubler, and then repetitive inspections at intervals of 100 hours time-in-service (TIS).

Since an unsafe condition has been identified that it is likely to exist or develop on other MDHS Model 369, 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, and 500N helicopters of the same type design, this AD is being issued to prevent failure of a blade at the root end due to fatigue cracking that initiates at the outboard bolt hole and usually travels in a chordwise direction. This AD requires, within 10 hours TIS after the effective date of this AD, a one-time visual inspection of each blade root end near the doubler paying particular attention to chordwise cracks and paint or sealant cracking or separation between the lower surface root end fitting and the doubler. Additionally, this AD requires repetitive visual inspections of each blade, at intervals not to exceed 100 hours TIS, for bond separation between the lower surface root end fitting and doubler paying particular attention to chordwise cracks. The actions are required to be accomplished in accordance with the service information notice described previously.

Due to the critical need to ensure the integrity of the main rotor system, and to comply with the requirements of this AD within 10 hours TIS, this rule must be issued immediately to correct an unsafe condition in the affected helicopters.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

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. 96-SW-02-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 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 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 96-10-09 McDonnell Douglas Helicopter Systems: Amendment 39-9615. Docket No. 96-SW-02-AD.

Applicability: Model 369, 369A, 369D, 369E, 369F, 369FF, 369H, 369HE, 369HM, 369HS, and 500N helicopters, 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 (c) 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 a main rotor blade (blade) resulting in separation of the blade and subsequent loss of control of the helicopter, accomplish the following:

(a) Within 10 hours time-in-service (TIS) after the effective date of this AD, perform a visual inspection of each blade root end for cracking and paint or sealant cracking, paying particular attention to chordwise cracking, and for separation between the lower surface root end fitting and doubler, in accordance with Part I of the Accomplishment Instructions of McDonnell Douglas Helicopter Systems Service Information Notice (SIN) HN-239, DN-188, EN-81, FN-67, and NN-008, dated October 27, 1995. If any blade crack is noted, before further flight, remove the blade and replace it with an airworthy blade. If paint or sealant cracking or separation is noted, accomplish the inspection in paragraph 3E of Part II of the Accomplishment Instructions of SIN HN-239, DN-188, EN-81, FN-67, and NN-008, dated October 27, 1995, using a piece of Mylar/viewfoil that is no thicker than .004-inch and that is cut to a size between 0.9 inch

and 1.1 inches wide and between 3.9 inches and 4.1 inches long. If any corner of the Mylar can be inserted between the lower surface root end fitting and doubler surface to a depth of 0.1 inch or greater, remove the blade from service and replace it with an airworthy blade.

(b) Thereafter, at intervals not to exceed 100 hours TIS, remove the blades and inspect for cracking, paying particular attention to chordwise cracking, and separation between the lower surface root end fitting and doubler in accordance with Part II of the Accomplishment Instructions of McDonnell Douglas Helicopter Systems SIN HN-239, DN-188, EN-81, FN-67, and NN-008, dated October 27, 1995. If missing or cracked adhesive or paint is detected at the lower surface root end fitting to doubler bonding line, accomplish the inspection in paragraph 3E of Part II of the Accomplishment Instructions of SIN HN-239, DN-188, EN-81, FN-67, and NN-008, dated October 27, 1995 using a piece of Mylar/viewfoil that is no thicker than .004-inch that is cut to a size between 0.9 inch and 1.1 inches wide and between 3.9 inches and 4.1 inches long. If any corner of the Mylar can be inserted between the lower surface root end fitting and doubler surface to a depth of 0.1 inch or greater, remove the blade from service and replace it with an airworthy blade.

(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, Los Angeles Aircraft 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, Los Angeles Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(d) Special flight permits will not be issued.

(e) The inspections shall be done in accordance with McDonnell Douglas Helicopter Systems Service Information Notice (SIN) HN-239, DN-188, EN-81, FN-67, and NN-008, dated October 27, 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 McDonnell Douglas Helicopter Systems, Technical Publications, Bldg. 530/B111, 5000 E. McDowell Rd., Mesa, Arizona 85215-9797. 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.

(f) This amendment becomes effective May 29, 1996.

Issued in Fort Worth, Texas, on May 2, 1996.

Eric Bries,

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

[FR Doc. 96-11959 Filed 5-13-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 71

[Airspace Docket No. 96-AWP-6]

Amendment of Class E Airspace; Visalia, CA

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the Class E airspace area at Visalia, CA. The abandonment of Ianni Strip, CA has made this action necessary. This action will remove reference of Ianni Strip, CA from the Class E airspace description for Visalia, CA.

EFFECTIVE DATE: 0901 UTC August 15, 1996.

FOR FURTHER INFORMATION CONTACT:

William Buck, Airspace Specialist,
System Management Branch, AWP-530,
Air Traffic Division, Western-Pacific
Region, Federal Aviation
Administration, 15000 Aviation
Boulevard, Lawndale, California, 90261,
telephone (310) 725-6556.

SUPPLEMENTARY INFORMATION:

History

On March 11, 1996, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) by revising the Class E airspace area at Visalia, CA. The abandonment of Ianni Strip, CA has made this action necessary.

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments to the proposal were received.

Class E airspace designations are published in paragraph 6005 of FAA Order 7400.9C dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in this Order.

The Rule

This amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) amends the Class E airspace area at Visalia, CA. The abandonment of Ianni Strip, CA has made this action necessary. This action will remove the

reference of Ianni Strip, CA from the Class E airspace description for Visalia, CA.

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 10034; 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; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9C, Airspace Designations and Reporting Points, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

Paragraph 6005 Class E airspace areas extending upward from 700 feet or more above the surface of the earth.

* * * * *

AWP CA E5 Visalia, CA [Revised]

Visalia Municipal Airport, CA
(lat. 36°19'07" N, long. 119°23'34" W)
Visalia VOR/DME
(lat. 36°22'02" N, long. 119°28'56" W)
Swanson Ranch NR1 Airport, CA
(lat. 36°24'00" N, long. 119°37'03" W)

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Visalia Municipal Airport and within 1.8 miles each side of the Visalia VOR 302° radial, extending from the 5-mile radius to 7 miles northwest of the VOR and within 4 miles each side of the Visalia VOR 150° radial, extending from 1.7 mile southeast