

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

96-10-10 Jetstream: Amendment 39-9617.
Docket 95-NM-95-AD.

Applicability: Model 4101 airplanes; equipped with handrail assembly, Part No. 6020203 Issue C, with Modification No. JM41179 (reference Jetstream Alert Service Bulletin J41-A52-009); certificated in any category.

Note 1: This AD applies to each airplane 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 airplanes 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 (f) 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 entrance door handrail assembly, which subsequently could result in injury to passengers, flightcrew, or groundcrew, accomplish the following:

(a) Within 50 landings after the effective date of this AD, conduct a detailed visual inspection of the handrail assembly at the main entrance door to detect loose or missing rivets, abnormal movement between the handrail pivot-tube and the spigot that attaches to the bearing assembly, and cracks on the handrail pivot-tube, in accordance with Jetstream Alert Service Bulletin J41-A52-036, dated June 13, 1994.

(b) If no cracks or other discrepancies are detected during the inspection required by paragraph (a) of this AD, repeat the inspection thereafter at intervals not to exceed 300 hours time-in-service.

(c) If evidence of any loose or missing rivet is revealed, or if abnormal movement between the handrail pivot-tube and the spigot that attaches to the bearing assembly is detected, as a result of any of the inspections required by this AD, prior to further flight, accomplish the procedures specified in paragraph 2.B.(4) of Jetstream Alert Service Bulletin J41-A52-036, dated June 13, 1994. Thereafter, repeat the inspection required by paragraph (a) of this AD at intervals not to exceed 300 hours time-in-service.

(d) If evidence of cracking is revealed as a result of any of the inspections required by this AD, prior to further flight, accomplish the requirements of either paragraph (d)(1), (d)(2), or (d)(3) of this AD:

(1) Install a new handrail assembly, Part No. 6020203 Issue C standard, as specified in paragraph 2.B.(5)(d) of Jetstream Alert Service Bulletin J41-A52-036, dated June 13, 1994. After installation, repeat the inspection

required by paragraph (a) of this AD at intervals not to exceed 300 hours time-in-service. Or

(2) Install the interim reinforcement of the handrail assembly (Customer Option Kit. No. Jk42619) in accordance with Jetstream Service Bulletin J41-52-041-42619, dated June 13, 1994. Such installation constitutes terminating action for the inspections required by this AD. Or

Note 2: Jetstream Service Bulletin J41-52-041-42619 refers to Flight Refuelling Service Bulletin 6020303-52-1 for additional installation information.

(3) Install the structural improvements of the door and door support, and the completely redesigned door handrail assembly, in accordance with Jetstream Service Bulletin J41-52-025, dated February 11, 1994. Such installation constitutes terminating action for the inspections required by this AD.

Note 3: Jetstream Service Bulletin J41-52-025 refers to Flight Refuelling Service Bulletin 6020303-52-2 for additional installation information.

(e) Terminating action for the inspections required by this AD consists of installation of the item(s) specified in either paragraph (e)(1) or (e)(2) of this AD:

(1) Installation of the interim reinforcement of the handrail assembly (Customer Option Kit. No. Jk42619) in accordance with Jetstream Service Bulletin J41-52-041-42619, dated June 13, 1994. Or

(2) Installation of the structural improvements of the door and door support, and the completely redesigned door handrail assembly, in accordance with Jetstream Service Bulletin J41-52-025, dated February 11, 1994.

(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, Standardization Branch, ANM-113, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Standardization Branch, ANM-113.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Standardization Branch, ANM-113.

(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 airplane to a location where the requirements of this AD can be accomplished.

(h) The inspections shall be done in accordance with Jetstream Alert Service Bulletin J41-A52-036, dated June 13, 1994. The interim reinforcement of the handrail assembly shall be done in accordance with Jetstream Service Bulletin J41-52-041-42619, dated June 13, 1994. The installation of the structural improvements of the door and door support, and the completely redesigned door handrail assembly, shall be done in accordance with Jetstream Service Bulletin J41-52-025, dated February 11,

1994. 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 Jetstream Aircraft, Inc., P.O. Box 16029, Dulles International Airport, Washington, DC 20041-6029. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) This amendment becomes effective on June 18, 1996.

Issued in Renton, Washington, on May 7, 1996.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 96-11882 Filed 5-13-96; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 96-SW-01-AD; Amendment 39-9616; AD 96-06-12]

RIN 2120-AA64

Airworthiness Directives; Bell Helicopter Textron, Inc. 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

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) 96-06-12 which was sent previously to all known U.S. owners and operators of Bell Helicopter Textron, Inc. (Bell) 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 by individual letters. This AD requires a visual inspection of each tail rotor blade (blade) tip, abrasion strip, blade skin, and blade butt for corrosion or delamination. This amendment is prompted by reports that a number of Model 47 helicopter blades were manufactured using a clad aluminum alloy material instead of a bare aluminum alloy material. The actions specified by this AD are intended to prevent premature delamination or separation of the blade tip block or the abrasion strip, which could lead to failure of the blade and subsequent loss of control of the helicopter.

DATES: Effective May 29, 1996, to all persons except those persons to whom it was made immediately effective by priority letter AD 96-06-12, issued on March 13, 1996, which contained the requirements of this amendment.

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-01-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

FOR FURTHER INFORMATION CONTACT: Mr. Tony Nguyen, Aerospace Engineer, Rotorcraft Certification Office, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5177; fax (817) 222-5960.

SUPPLEMENTARY INFORMATION: On March 13, 1996, the FAA issued priority letter AD 96-06-12, applicable to Bell 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, which requires, prior to the first flight of each day, and at intervals not to exceed 10 hours time-in-service (TIS) if the helicopter is operated for more than 10 hours in any one day, a visual inspection of each blade tip, abrasion strip, blade skin, and blade butt for corrosion or delamination. That action was prompted by reports that a number of Model 47 helicopter blades were manufactured using a clad aluminum alloy material instead of a bare aluminum alloy material. The shear and peel strength of bonded clad aluminum alloy is less than the shear and peel strength of bonded bare aluminum alloy. This condition, if not corrected, could result in premature delamination or separation of the blade tip block or the abrasion strip, which could lead to failure of the blade and subsequent loss of control of the helicopter.

Since the unsafe condition described is likely to exist or develop on other Bell 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 of the same type design, the FAA issued priority letter AD 96-06-12 to prevent premature delamination or separation of the blade tip block or the abrasion strip, which could lead to failure of the blade and subsequent loss of control of the

helicopter. The AD requires, prior to the first flight of each day, and at intervals not to exceed 10 hours TIS, if the helicopter is operated for more than 10 hours in any one day, a visual inspection of each blade tip, abrasion strip, blade skin, and blade butt for corrosion or delamination. If any of the inspections reveal corrosion or delamination, removal of the blades and replacement with airworthy blades is required.

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 March 13, 1996 to all known U.S. owners and operators of Bell 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. 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.

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-01-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, 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 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.