

(1) An HPC overhaul is defined as whenever the HPC stage 12 through 15 blade tip clearances are restored to the clearances specified in the applicable fits and clearances section of the engine manual during the shop visit.

(2) A serviceable engine is defined as an engine that either:

(i) Has not exceeded the initial threshold specified in Table 1 of this AD, or

(ii) Has passed a stability test performed in accordance with paragraphs (a)(1)(i) or (a)(1)(ii) or (b) or (g) of this AD within the last 800 CIS.

(k) Report the results of the stability assessment tests to the Manager, Engine Certification Office, 12 New England Executive Park, Burlington, MA 01803-5299, or by electronic mail to

"Robert.Guyotte@faa.gov." Data to be reported includes:

- (1) Engine serial number;
- (2) Type and date of the test;
- (3) Results of the test (include E1E value if applicable);
- (4) Position of engine on the airplane;
- (5) Disposition of the engine after the test; and

(6) Time and cycles since compressor overhaul, total time on engine, and total cycles at the time of the test.

Results are due to the FAA New England Office within 60 days of test date, or for previously accomplished tests for which retroactive credit is taken, within 60 days of the effective date of this AD.

Reporting requirements have been approved by the Office of Management and Budget (OMB) and assigned OMB control number 2120-0056.

(l) The stability assessment tests shall be done in accordance with the following Pratt & Whitney service documentation:

| Document No. | Pages | Revision | Date |
|---|-----------|----------------|--------------------|
| SI 7F-96 | All | Original | January 10, 1996. |
| SI 32F-99 | All | Original | April 13, 1999. |
| SI 49F-96 | All | Original | August 9, 1996. |
| TR 71-0016 | All | Original | March 15, 1999. |
| TR 71-0025 | All | Original | March 15, 1999. |
| TR 71-0030 | All | Original | March 15, 1999. |
| EM 50A443, Section 71-00-00 | All | Original | June 15, 1999. |
| EM 50A605, Section 71-00-00 | All | Original | June 15, 1999. |
| EM 50A822, Section 71-00-00 | All | Original | June 15, 1999. |
| PW Cactus Wire: C042 G 930902 ZRH | All | Original | September 2, 1993. |
| Total pages: 108 | | | |

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 Pratt & Whitney, 400 Main St., East Hartford, CT 06108; telephone (860) 565-8770, fax (860) 565-4503. Copies may be inspected at the 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.

(m) This amendment becomes effective on September 24, 1999.

Issued in Burlington, Massachusetts, on August 12, 1999.

Kirk E. Gustafson,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 99-21450 Filed 8-19-99; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-SW-30-AD; Amendment 39-11265; AD 99-17-19]

RIN 2120-AA64

Airworthiness Directives; Bell Helicopter Textron, A Division of Textron Canada, Model 206L, L-1, L-3, and L-4 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to Bell Helicopter Textron, A Division of Textron Canada (BHTC), Model 206L, L-1, L-3, and L-4 helicopters, that currently requires the creation of a component history card or equivalent record using the Retirement Index Number (RIN) system for certain mast and trunnions and a system for tracking increases to the accumulated RIN. That AD also establishes retirement lives for the mast and trunnion. This amendment requires the same actions required by the existing AD but increases the RIN multiplier for the mast and corrects a helicopter model number. This amendment is prompted by further tests and analyses that indicate the RIN multiplier for the Model 206L-4 helicopters needs to be increased and the discovery of an error in a model designation in the existing AD. The actions specified by this AD are intended to prevent fatigue failure of the mast or trunnion, which could result in loss of the main rotor system and subsequent loss of control of the helicopter.

DATES: Effective September 24, 1999.

The incorporation by reference of certain publications listed in the regulations was approved previously by the Director of the Federal Register as of May 9, 1997 (62 FR 16073, April 4, 1997).

ADDRESSES: The service information referenced in this AD may be obtained from Bell Helicopter Textron, a Division

of Textron Canada, 12,800 Rue de L-Avenir, Mirabel, Quebec, Canada J7J1R4, ATTN: Product Support Engineering Light Helicopters. 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: Jurgen Priester, Aerospace Engineer, Rotorcraft Certification Office, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5159, fax (817) 222-5959.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 97-07-07, Amendment 39-9981 (62 FR 16073), applicable to BHTC Model 206L, L-1, L-3, and L-4 helicopters, was published in the **Federal Register** on May 26, 1999 (64 FR 28418). That action proposed requiring creation of a component history card or equivalent record using a RIN system, establishing a system for tracking increases to the accumulated RIN and establishing a maximum accumulated RIN for certain masts and trunnions. That action also proposed correcting an error in the increase in the RIN count for the Model 206L-4 in paragraph (c)(2), correcting a model number in paragraph (c)(1)(i), and

making other nonsubstantive changes to the text.

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 711 helicopters of U.S. registry will be affected by this AD, that it will take approximately (1) 8 work hours per helicopter to replace the mast and 10 work hours per helicopter to replace the trunnion due to the new method of determining the retirement life required by this AD; (2) 2 work hours per helicopter to create the component history card of equivalent record (record); (3) 10 work hours per helicopter to maintain the record each year, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$9,538 per mast and \$2,083 per trunnion. Based on these figures, the cost impact of the AD on U.S. operators for the first year is estimated to be \$2,016,989, and each subsequent year to be \$1,945,889. These costs assume replacement of the mast and trunnion in one-sixth of the fleet each year, creation and maintenance of the records for all the fleet the first year, and creation of one-sixth of the fleet's records and maintenance of the records for all the fleet each subsequent year. The estimated cost impact amounts are based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

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 39-9981 (62 FR 16073, April 4, 1997), and by adding a new airworthiness directive (AD), Amendment 39-11265, to read as follows:

AD 99-17-19 Bell Helicopter Textron, A Division of Textron Canada:

Amendment 39-11265. Docket No. 99-SW-30-AD. Supersedes AD 97-07-07, Amendment 39-9981, Docket No. 95-SW-36-AD.

Applicability: Model 206L, 206L-1, 206L-3, and 206L-4 helicopters, with main rotor mast (mast), part number (P/N) 206-040-535-001, -005, -101, or -105, installed, or main rotor trunnion (trunnion), P/N 206-011-120-103, 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 (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 within 100 hours time-in-service, unless accomplished previously.

To prevent fatigue failure of the mast or trunnion, which could result in loss of the main rotor system and subsequent loss of control of the helicopter, accomplish the following:

(a) Create a component history card or an equivalent record for the affected mast and trunnion.

(b) Determine the accumulated Retirement Index Number (RIN) to date based on the number of takeoffs and external load lifts (torque events) for parts in service in accordance with paragraphs 1 and 2 of the Accomplishment Instructions of Bell Helicopter Textron, Inc. Alert Service Bulletin No. 206L-94-99, Revision A, dated May 1, 1995 (ASB). Record this accumulated RIN on the component history card or equivalent record.

(c) After complying with paragraphs (a) and (b) of this AD, during each operation thereafter, maintain a count of the number of external load lifts and the number of takeoffs performed and at the end of each day's operations, increase the accumulated RIN on the component history card or equivalent record as follows:

(1) For the trunnion,

(i) Increase the RIN for the Model 206L, 206L-1, and 206L-3 helicopters by 1 for each torque event.

(ii) Increase the RIN for the Model 206L-4 helicopters by 2 for each torque event.

(2) For the mast,

(i) Increase the RIN for the Model 206L, 206L-1, 206L-3 helicopters by 1 for each torque event.

(ii) Increase the RIN for the Model 206L-4 helicopters by 2 for each torque event.

Note 2: Previous Model 206L-4 mast RIN calculations may have increased the RIN by only 1 for each torque event. This AD increases the Model 206L-4 mast RIN by 2 for each torque event.

(d) Remove the trunnion from service on or before attaining the maximum accumulated RIN (24,000) in accordance with Table 1 of the Accomplishment Instructions of the ASB. This AD revises the Limitations section of the maintenance manual by establishing a retirement life of 24,000 RIN for the trunnion.

(e) Remove the mast from service on or before attaining the maximum accumulated RIN (44,000) or the flight hour service life limit, whichever occurs first, in accordance with Table 2 of the Accomplishment Instructions of the ASB. This AD revises the Limitations section of the maintenance manual by establishing a retirement life of 44,000 RIN for the mast.

(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, FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments 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 §§ 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) The determination of the RIN count on the trunnion and mast shall be made in accordance with Bell Helicopter Textron, Inc. Alert Service Bulletin No. 206L-94-99, Revision A, dated May 1, 1995. The incorporation by reference of that document was approved previously by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, as of May 9, 1997 (62 FR 16073, April 4, 1997). Copies may be obtained from Bell Helicopter Textron, a Division of Textron Canada, 12,800 Rue de L'Avenir, Mirabel, Quebec, Canada J7J1R4, ATTN: Product Support Engineering Light Helicopters. 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.

(i) This amendment becomes effective on September 24, 1999.

Issued in Fort Worth, Texas, on August 12, 1999.

Eric Bries,

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

[FR Doc. 99-21573 Filed 8-19-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-SW-16-AD; Amendment 39-11264; AD 99-17-18]

RIN 2120-AA64

Airworthiness Directives; MD Helicopters, Inc. Model 600N Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to MD Helicopters, Inc. (MDHI) Model 600N helicopters, that requires applying serial numbers to several life-limited components related to pitch control and removing and replacing the components according to new life-limits. This amendment is prompted by fatigue tests that indicate a need for shorter service lives for these components. The actions specified by this AD are intended to prevent failure of the collective pitch control tubes, collective stick housings, and collective pitch tube assemblies, which can cause loss of collective pitch control, and subsequent loss of control of the helicopter.

DATES: Effective September 24, 1999.

The incorporation by reference of certain publications listed in the

regulations is approved by the Director of the Federal Register as of September 24, 1999.

ADDRESSES: The service information referenced in this AD may be obtained from MD Helicopters Inc., Attn: Customer Support Division, 5000 E. McDowell Rd., Mail Stop M615-GO48, Mesa, Arizona 85215-9797, telephone 1-800-388-3378 or 480-891-6342, datafax 480-891-6782. This information may be examined at the FAA, Office of the Regional Counsel, Southwest Region, 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:

Frederick A. Guerin, Aerospace Engineer, Airframe Branch, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712, telephone (562) 627-5232, fax (562) 627-5210.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that is applicable to MDHI Model 600N helicopters was published in the **Federal Register** on March 23, 1999 (64 FR 13936). That action proposed to require applying serial numbers to several life-limited components related to pitch control and removing and replacing the components according to new life-limits.

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 with the following exceptions. Since the publication of the Notice of Proposed Rulemaking (NPRM), the name of the type certificate holder has changed from "McDonnell Douglas Helicopter Systems" to "MD Helicopters, Inc." Also, the NPRM contained an error in the part number for the "Housing, collective stick." The part number should have been "369A7347" but was incorrectly listed as "1369A7347." A part number "1369A7347" does not exist for the affected model helicopter. Both the name and the part number have been changed in this final rule AD; the FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

The FAA estimates that 16 helicopters of U.S. registry will be affected by this AD, that it will take approximately 0.5 work hours per helicopter to accomplish

the required actions, and that the average labor rate is \$60 per work hour. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$480.

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 adding a new airworthiness directive to read as follows:

AD 99-17-18 MD Helicopters Inc.:

Amendment 39-11264. Docket No. 98-SW-16-AD.

Applicability: Model 600N 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 otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified,