

Issued in Fort Worth, Texas, on June 2, 2011.

Kim Smith,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 2011-14246 Filed 6-16-11; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2011-0561; Directorate Identifier 2010-SW-001-AD; Amendment 39-16715; AD 2011-12-08]

RIN 2120-AA64

Airworthiness Directives; Bell Helicopter Textron, Inc. Model 205A, 205A-1, 205B, 212, 412, 412CF, and 412EP Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) for the specified Bell Helicopter Textron, Inc. (BHT) model helicopters with tail rotor (T/R) blades with certain serial numbers installed. This action requires a one-time inspection of the T/R blade for corrosion or pitting, and repairing or replacing the T/R blade, if that condition is found during the inspection. This amendment is prompted by a report from the manufacturer that T/R blades with certain serial numbers may have manufacturing anomalies in the spar area. These actions are intended to detect corrosion or pitting in the forward spar area of a T/R blade to prevent a crack in the T/R blade, loss of the T/R blade, and subsequent loss of control of the helicopter.

DATES: Effective July 5, 2011.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 5, 2011.

Comments for inclusion in the Rules Docket must be received on or before August 16, 2011.

ADDRESSES: Use one of the following addresses to submit comments on this AD:

- *Federal eRulemaking Portal:* Go to <http://www.regulations.gov>. Follow the instructions for submitting comments.
- *Fax:* 202-493-2251.
- *Mail:* U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor,

Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590.

• *Hand Delivery:* U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

You may get the service information identified in this AD from Bell Helicopter Textron, Inc., P.O. Box 482, Fort Worth, TX 76101, telephone (817) 280-3391, fax (817) 280-6466, or at <http://www.bellcustomer.com/files/>.

Examining the Docket: You may examine the docket that contains the AD, any comments, and other information 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 Docket Operations office (telephone (800) 647-5527) is located in Room W12-140 on the ground floor of the West Building at the street address stated in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT: DOT/FAA Southwest Region, Michael Kohner, ASW-170, Aviation Safety Engineer, Rotorcraft Directorate, Rotorcraft Certification Office, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5447, fax (817) 222-5783.

SUPPLEMENTARY INFORMATION: This amendment adopts a new AD for the specified BHT model helicopters with an installed T/R blade, part number 212-010-750 (all dash numbers), all serial numbers except those with a prefix of "A" and the number 17061 or larger. This action requires a one-time inspection of the T/R blade for corrosion or pitting after sanding the paint from the spar area between blade stations 22.5 and 40.0, and repairing or replacing the T/R blade if corrosion, pitting, or damage is discovered. This amendment is prompted by a report from the manufacturer that T/R blades with certain serial numbers may have manufacturing anomalies in the spar area as a result of the chemical milling process. The anomalies may be identified as pits or corrosion on the spar. This corrosion or pitting condition in the forward spar of a T/R blade, if not corrected, could lead to a crack in the T/R blade, loss of the T/R blade, and subsequent loss of control of the helicopter.

We have reviewed the following BHT Alert Service Bulletins, all Revision A, and all dated December 8, 2009, which

specify a one-time inspection of the T/R blades for corrosion or pitting, and repairing or replacing the T/R blade if corrosion, pitting, or other damage is discovered:

- Alert Service Bulletin (ASB) No. 205-09-102, for Model 205A and 205A-1 helicopters;
- ASB No. 205B-09-54, for Model 205B helicopters;
- ASB No. 212-09-134, for Model 212 helicopters;
- ASB No. 412CF-09-38, for Model 412CF helicopters; and
- ASB No. 412-09-136, for Model 412 and 412EP helicopters.

This unsafe condition is likely to exist or develop on other helicopters of these same type designs. Therefore, this AD is being issued to require inspecting the T/R blades to detect corrosion or pitting in the forward spar area that could result in a crack, loss of a T/R blade, and subsequent loss of control of the helicopter. Accomplish the actions by following specified portions of the ASBs described previously.

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, inspecting the T/R blade for corrosion or pitting is required within 25 hours time-in-service (TIS) or 30 days, whichever occurs first. This is a very short compliance time, and this AD must be issued immediately.

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.

We estimate that this AD will affect 263 helicopters. Removing, inspecting, refinishing, and re-installing the T/R blade will take about 10 work hours at an average labor rate of \$85 per work hour and an approximate labor cost of \$850 per helicopter. Replacing the T/R blade with an airworthy blade will take about 6 work hours at an average labor rate of \$85 per work hour for an approximate labor cost of \$510 per helicopter. Required parts will cost about \$17,495 for each T/R blade assembly. Based on these figures, we estimate the total cost impact of the AD on U.S. operators to be \$277,565, assuming all affected helicopters are inspected and three T/R blades are replaced.

Comments Invited

This AD is a final rule that involves requirements that affect flight safety and was not preceded by notice and an

opportunity for public comment; however, we invite you to submit any written data, views, or arguments regarding this AD. Send your comments to an address listed under **ADDRESSES**. Include "Docket No. FAA-2011-0561; Directorate Identifier 2011-SW-001-AD" at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the AD. We will consider all comments received by the closing date and may amend the AD in light of those comments.

We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact with FAA personnel concerning this AD. Using the search function of our docket Web site, you can find and read the comments to any of our dockets, including the name of the individual who sent the comment. You may review the DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78).

Regulatory Findings

We have determined that 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 the regulation:

1. Is not a "significant regulatory action" under Executive Order 12866;
2. Is not a "significant rule" under the 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.

We prepared an economic evaluation of the estimated costs to comply with this AD. See the AD docket to examine the economic evaluation.

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 products identified in this rulemaking action.

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 (AD) to read as follows:

2011-12-08 Bell Helicopter Textron, Inc. (BHT): Amendment 39-16715. Docket No. FAA-2011-0561; Directorate Identifier 2010-SW-001-AD.

Applicability: Model 205A, 205A-1, 205B, 212, 412, 412CF, and 412EP helicopters with a tail rotor (T/R) blade, part number 212-010-750 (all dash numbers), all serial numbers (S/Ns) except those S/Ns with a prefix of "A" and a number 17061 or larger, installed, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To detect corrosion or pitting in the forward spar area of a T/R blade to prevent a crack in the T/R blade, loss of the T/R blade, and subsequent loss of control of the helicopter, do the following:

- (a) Within 25 hours time-in-service (TIS) or 30 days, whichever occurs first:

- (1) Remove the T/R hub and blade assembly from the helicopter and remove the T/R blade from the hub. Remove the paint from the spar area on both sides of the T/R blade by following the Accomplishment Instructions, paragraphs 3. through 5., of the following BHT Alert Service Bulletins, all Revision A, and all dated December 8, 2009: Alert Service Bulletin (ASB) No. 205-09-102 for the Model 205A and 205A-1 helicopters; ASB No. 205B-09-54 for the Model 205B helicopters; ASB No. 212-09-134 for the Model 212 helicopters; ASB No. 412CF-09-38 for the Model 412CF helicopters; and ASB

No. 412-09-136 for the Model 412 and 412EP helicopters.

- (2) Using a 3-power or higher magnifying glass, visually inspect both sides of the T/R blade for any corrosion or pitting in the spar inspection areas as depicted in Figure 1 of the ASB for your model helicopter.

- (b) Before further flight:

- (1) If you find any corrosion or pitting that is 0.003 inch deep or less, either replace the unairworthy T/R blade with an airworthy T/R blade or repair the T/R blade.

Note: The maintenance and repair procedures along with the maximum repair damage limitations as referenced in paragraphs (b)(1) and (b)(3) of this AD are contained in the applicable maintenance manual and component repair and overhaul manuals.

- (2) If you find any corrosion or pitting that is greater than 0.003 inch deep, replace the T/R blade with an airworthy T/R blade.

- (3) If any parent material is removed during the sanding operation required by paragraph (a)(1) of this AD, either replace the T/R blade with an airworthy T/R blade, or repair the T/R blade if the parent material removed is within the maximum repair damage limits.

- (4) If there is no corrosion or pitting and no damage greater than 0.003 inch deep, refinish the inspection areas and reinstall each T/R blade onto the T/R hub, install the T/R assembly on the helicopter and track and balance the T/R in accordance with the Accomplishment Instructions, paragraphs 8. through 10., of the ASB for your model helicopter.

- (c) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Rotorcraft Certification Office, FAA, Attn: Michael Kohner, ASW-170, Aviation Safety Engineer, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5170, fax (817) 222-5783, for information about previously approved alternative methods of compliance.

- (d) Joint Aircraft System/Component (JASC) Code 6410: Tail rotor blades.

- (e) Accomplish the instructions in this AD by following the specified portions of the following Bell Helicopter Textron, Inc. Alert Service Bulletin, as applicable to your model helicopter: No. 205-09-102; No. 205B-09-54; No. 212-09-134; No. 412CF-09-38, or No. 412-09-136. Each Alert Service Bulletin is Revision A, and each is dated December 8, 2009. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR Part 51. Copies may be obtained from Bell Helicopter Textron, Inc., P.O. Box 482, Fort Worth, TX 76101, telephone (817) 280-3391, fax (817) 280-6466, or at <http://www.bellcustomer.com/files>. 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 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/code_of_federal_regulations/ibr_locations.html.

- (f) This amendment becomes effective on July 5, 2011.

Issued in Fort Worth, Texas, on May 17, 2011.

Kim Smith,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 2011-14247 Filed 6-16-11; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2010-0957; Directorate Identifier 2010-NM-062-AD; Amendment 39-16718; AD 2011-12-11]

RIN 2120-AA64

Airworthiness Directives; The Boeing Company Model 767 Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are superseding an existing airworthiness directive (AD) for the products listed above. That AD currently requires, for certain airplanes, reworking the bonding jumper assemblies on the drain tube assemblies of the slat track housing of the wings. For certain other airplanes, the existing AD requires repetitive inspections of the drain tube assemblies of the slat track housing of the wings to find discrepancies, corrective actions if necessary, and terminating action for the repetitive inspections. This new AD also requires replacing the drain tube assemblies. For certain airplanes, this new AD also requires installing an additional electrostatic bond path for the number 5 and 8 inboard slat track drain tube assemblies. For certain other airplanes, this new AD also requires reworking the bonding jumper assembly. This new AD also revises the applicability to include additional airplanes. This AD was prompted by (1) reports of fuel leaks from certain drain locations of the slat track housing near the engine exhaust nozzle, which could result in a fire when the airplane is stationary, or taxiing at low speed; (2) reports of a bonding jumper assembly of certain drain tubes that did not meet bonding specifications and could result in electrostatic discharge and an in-tank ignition source; and (3) reports of fuel leaks onto the main landing gear (MLG) as a result of a cracked drain tube at the number 5 or 8 slat track housing, which could let fuel drain from the main fuel tanks into the dry bay area of the wings and onto hot MLG brakes and result in a fire.

DATES: This AD is effective July 22, 2011.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the AD as of July 27, 2011.

The Director of the Federal Register approved the incorporation by reference of certain other publications listed in this AD as of August 28, 2001 (66 FR 38350, July 24, 2001).

ADDRESSES: For service information identified in this AD, contact Boeing Commercial Airplanes, Attention: Data & Services Management, P. O. Box 3707, MC 2H-65, Seattle, Washington 98124-2207; telephone 206-544-5000, extension 1; fax 206-766-5680; e-mail me.boecom@boeing.com; Internet <https://www.myboeingfleet.com>. You may review copies of the referenced service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington. For information on the availability of this material at the FAA, call 425-227-1221.

Examining the AD Docket

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

FOR FURTHER INFORMATION CONTACT: Rebel Nichols, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Seattle Aircraft Certification Office (ACO), 1601 Lind Avenue, SW., Renton, Washington 98057-3356; phone: 425-917-6509; fax: 425-917-6590; e-mail: rebel.nichols@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2001-14-19, amendment 39-12330 (66 FR 38350, July 24, 2001). That AD applies to the specified products. The NPRM was published in the **Federal Register** on October 7, 2010 (75 FR 61999). That NPRM proposed to continue to require, for certain airplanes, reworking the bonding jumper assemblies on the drain tube assemblies of the slat track housing

of the wings. That NPRM also proposed to continue to require, for certain other airplanes, repetitive inspections of the drain tube assemblies of the slat track housing of the wings to find discrepancies, corrective actions if necessary, and terminating action for the repetitive inspections. That NPRM also proposed to require replacing the drain tube assemblies, and, for certain airplanes, installing an additional electrostatic bond path for the number 5 and 8 inboard slat track drain tube assemblies. For certain other airplanes, that NPRM also proposed to require reworking the bonding jumper assembly. That NPRM also proposed to revise the applicability to include additional airplanes.

Comments

We gave the public the opportunity to participate in developing this AD. The following presents the comments received on the proposal and the FAA's response to each comment.

Support for the NPRM

Boeing concurs with the contents of the NPRM.

Request To Clarify Service Information

Continental Airlines requested that we revise the NPRM to correct discrepancies in Boeing Service Bulletin 767-57A0094, Revision 2, dated December 17, 2009. (That service bulletin was cited in the NPRM as the appropriate source of service information for the drain tube replacement on Model 767-200, -300, and -300F series airplanes.) In Figure 13 (Sheet 2 of 5) on page 104, and Figure 14 (Sheet 2 of 5) on page 109, the view identified as "C" should be identified as "A." These discrepancies were communicated to Boeing and confirmed as discrepancies.

We agree and have revised paragraph (j) in this final rule to specify these corrections.

Request To Clarify Requirements

American Airlines stated that the Relevant Service Information section of the NPRM provides the current requirements (for AD 2001-14-19) but does not provide in detail the new additional requirements for the NPRM. That paragraph, according to the commenter, merely provides information regarding the service bulletins, not the specific proposed requirements. The commenter added that the Relevant Service Information section does not explain whether the new actions are to be done in accordance with the original or revised service information. The commenter