AD/BELL 212/1 Emergency Exit Decals 7/84

CANCELLED.

Background: The requirement to install emergency exit decals and release handle covers now incorporated in AD/BELL 212/12 Amdt 2.

AD/BELL 212/2 Amdt 3 — Main Rotor Blade - Inspection and Modification — 3/80

Applicability: All models with main rotor blades P/No. 204-012-001 (all dash numbers) and P/N 212-015-501-5.

Document: Bell SB No. 212-75-6, Rev. C.

Compliance: As detailed in the requirement document.

AD/BELL 212/3 Amdt 5 — Main Rotor Blades - Eddy Current Inspection — 12/84

Applicability: All models with main rotor blades P/N 204-012-001.

Requirement:

1. Inspect the upper and lower surface of each blade by means of an approved low frequency eddy current technique in order to detect fatigue cracking in the blade spar prior to its propagation into the skin material. The areas to be inspected are the upper and lower sections of the spar extending forward approximately 0.5 inches and along a line approximately 4.0 inches, from the rear vertical face. As far as is practicable and excluding the inboard end doubler and tip weight areas, the complete length of each blade is to be covered.

   Note: Eddy Current Technique ATG/NDI/EC3 is approved for this inspection.

2. By means of an approved eddy current technique inspect the main rotor blade upper and lower skins between the spar and the trailing edge member for fatigue cracking. Two approximately equally spaced scans are required on each surface.

Compliance: Prior to achieving 300 hours component time in service and thereafter at intervals not exceeding 25 hours component time in service.

Background: This Directive has been revised to exclude the later model glass fibre belted blades from the requirement.

Bell Helicopter Textron 212 Series Helicopters

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/BELL 212/4 Amdt 21 and issues the following AD under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

AD/BELL 212/4 Amdt 22 — Airworthiness Limitations — 10/2000 TX

Applicability: For Requirement 1: All Model 212 helicopters.

For Requirement 2: Model 212 helicopters with main rotor mast, part number 204-011-450-001, -007, -105, -113, or -119, or main rotor trunnion part number 204-011-105-001, or -103, installed.

Requirement:

1. Retire components from service at the times specified in the Mandatory Airworthiness Limitations Schedule, Section 4, of the Bell 212 Maintenance Manual (Revision 5 or later), with the following exceptions and additions:

Part Description	Part Number	Retirement Life
Skid landing gear aft cross tube	205-050-400-035	500 hours
Skid landing gear aft cross tube	205-050-400-053	1000 hours
Drive link to rotating swashplate bolts	20-057-5-30D	500 hours
Float landing gear crosstube assembly	205-050-114-001 -003 -005 -007 -009 -011 -013 205-706-050-005 -007 -009 -013	Not eligible for service on Australian helicopters

2. For the main rotor mast and trunnion, determine the accumulated Retirement Index Number (RIN), inspect and action in accordance with the technical requirements of FAA Emergency Airworthiness Directive 2000-15-52.

Note: A copy of FAA AD 2000-15-52 may be obtained from the FAA Internet site http://av-info.faa.gov/ad or from the Authority.

Compliance: For Requirement 1: At the times specified in the Requirement document.

For Requirement 2: Before further flight after 9 August 2000 for paragraph (a) of the Requirement document, unless already accomplished. As specified in the Requirement document for compliance times of other required actions.

This Amendment becomes effective on 9 August 2000.

Background: This Airworthiness Directive mandates life limits and inspections for critical components, to prevent their failure in service from metal fatigue.

Amendment 22 is issued in response to a new FAA AD which was prompted by a report of another cracked main rotor mast. Metallurgical inspection revealed that the mast cracked as a result of fatigue in snap ring groove radii that were smaller than the 0.020 inch minimum allowable dimension. The FAA has concluded that several corrections to the RIN counting procedure are required based on a review of the fatigue data and previously issued Directives.

Amendment 21 added Requirement 2, developed by Bell and the FAA to better control fatigue in the main rotor mast and trunnion following a fatigue-related accident. Requirement 1 was reformatted slightly, without technical change and became effective on 28 April 2000.

Amendment 20, which updated the amendment status of the Bell 212 Maintenance Manual, became effective on 25 February 1999.

Amendment 19, which introduced the Retirement Index Number limitation for the main rotor mast and trunnion, became effective on 11 September 1997.

Amendment 18 of this Airworthiness Directive became effective on 5 September 1991.

The original issue of this Airworthiness Directive became effective on 31 December 1975.

David Alan Villiers
Delegate of the Civil Aviation Safety Authority

8 August 2000

The above AD is notified in the *Commonwealth of Australia Gazette* on 9 August 2000.

AD/BELL 212/5 **CANCELLED** **1/76**

AD/BELL 212/6 Main Rotor Blade - Removal From Service 2/76

Applicability: All models.

Requirement: Remove from service main rotor blades having the following S/Nos.: A2-03642, A2-3643, A2-03646, A2-27872, A2-27961, A2-27963, A2-27967 A2-27968, A2-27982, A2-28015, A2-28016, A2-28019, A2-28020, A2-28023, A2-28195, A2-28198, A2-28211, A2-29315, A2-29325, A2-29334, A2-29915, A2-29919 and A2-29920.

Compliance: Before further flight after 16 January 1976.

AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive AD/BELL 212/7.

Bell Helicopter Textron 212 Series Helicopters

AD/BELL 212/7 — Internal Rescue Hoist Assembly - Modification — 4/2009

Requirement: CANCELLED.

This AD is cancelled on 9 April 2009.

Background: This AD, issued in 1976, required the hoist cable from the internal rescue hoist assembly to be replaced with an improved cable assembly in accordance with Bell ASB 212-75-9. The AD compliance was before 1 July 1976. As all aircraft would have been modified by now, the AD is no longer required.

David Punshon
Delegate of the Civil Aviation Safety Authority

3 February 2009

AD/BELL 212/8 CANCELLED 10/85

Background: This was a once-off inspection which has long since been carried out on all aircraft.

AD/BELL 212/9 Stabilizer Bar Outer Tube - Inspection 1/82

CANCELLED.

Background: The applicable service bulletin 212-76-4 is inactive; there have been no reported defects; and daily visual inspection of the stabilizer bar tubes is called up in the Bell 212 Maintenance Manual.

AD/BELL 212/10 Main Beam Cap - Inspection and Repair 12/91

CANCELLED.

Background: The inspection requirements of this AD have been incorporated into the Bell 212 Maintenance Manual. Repair procedures are contained in Bell TB 212-76-12.

AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive AD/BELL 212/11.

Bell Helicopter Textron 212 Series Helicopters

AD/BELL 212/11 Fire Detection System - Audible Warning 7/2006 TX

Requirement: CANCELLED.

This AD is cancelled on 3 May 2006.

Background: CASA design rules per CAO part 101.10 and appendix 101.1.3.1 that supported the AD/BELL 212/11 requirements have been cancelled. Civil Aviation Regulations 1998 part 21.029 now require automatic acceptance of aircraft Type Certificated by USA FAA, with no Australian unique design requirements.

No replacement AD will be issued, as the original unsafe condition is addressed by FAR part 29 design rules.

James Coyne
Delegate of the Civil Aviation Safety Authority

1 May 2006

AD/BELL 212/12 Amdt 2 — Emergency Exits - Modification and Inspection — 7/84

Applicability: All models 212 helicopters.

Requirement: Part 1. Install emergency exit decals and release handle covers in accordance with Bell S.B. 212-75-7.

b. Install spacers to the interior and exterior emergency escape release handle covers in accordance with Bell S.B. 212-77-11.

c. Provide and identify additional inspection holes in the lefthand and righthand passenger door assemblies in accordance with Bell S.B. 212-77-9.

d. Add a painted strip around the cylinder part of each emergency escape locking pin using white or other suitable colour.

Part 2. Perform the six month and annual inspections of the crew doors emergency ejection system and the passenger/cargo doors emergency escape panels in accordance with Bell T.B. 212-78-2.

Compliance:

1. Unless already accomplished modify in accordance with requirement Part 1, Items a, b, c and d within 100 hours time in service after 31 July 1984.

2. Unless already accomplished inspect in accordance with requirement Part 2 at the intervals prescribed in the requirement document after 31 July 1984.

Note: This inspection may be planned to coincide with the next scheduled inspection nearest to 31 January 1985.

Background: This Directive is revised to incorporate the intent of the following Directives:

AD/BELL 212/1 (Cancelled),

AD/BELL 212/12A (Raised in Issue),

AD/BELL 212/17 (Cancelled).

Requirement Part 2 introduces Bell T.B. 212-78-2 which details a comprehensive operational check and inspection.

AD/BELL 212/13 Swashplate Support Assembly P/N 204-011-404-9 Replacement 5/90

CANCELLED.

Background: The Requirements of this Directive are now contained in chapter 4 of Bell 212 Maintenance Manual.

AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive AD/BELL 212/14.

Bell Helicopter Textron 212 Series Helicopters

AD/BELL 212/14 Fuel Boost Pumps - Inspection 3/2009

Requirement: CANCELLED.

This AD is cancelled on 12 March 2009.

Background: This unique Australian AD, issued in 1977, required a one off inspection of the fuel boost pumps in accordance with Bell SB No. 212-76-13 to ensure the pumps are functioning correctly. The AD compliance was within 100 hours time in service after 31 January 1977. As all affected aircraft would have been inspected by now, the AD is no longer required.

James Coyne
Delegate of the Civil Aviation Safety Authority

27 January 2009

AD/BELL 212/15 — Main Rotor Hub Fitting Assemblies - Inspection — 13/88

CANCELLED.

Background: The manufacturer has advised that the inspections of SB 212-77-1 are no longer required, following fitment of shot peened fittings (SB 212-78-3) and MOCA cured TT straps (SB 212-78-4).

AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive AD/BELL 212/16.

Bell Helicopter Textron 212 Series Helicopters

AD/BELL 212/16 — Cyclic SCAS Stops Installation - Modification — 4/2009

Requirement: CANCELLED.

This AD is cancelled on 9 April 2009.

Background: This AD, issued in 1977, required modification of the Cyclic SCAS stops by installing additional fasteners in accordance with Bell ASB No. 212-77-3 to improve the structural integrity. The AD compliance was within 100 hours time in service after 31 March 1977. As all aircraft would be modified by now, the AD is no longer required.

David Punshon
Delegate of the Civil Aviation Safety Authority

3 February 2009

AD/BELL 212/17 CANCELLED 7/84

Background: The replacement of the emergency escape release handle cover attaching spacers is now incorporated in AD/BELL 212/12 Amdt 2.

AD/BELL 212/18 Tail Rotor Pitch Horns - Inspection 10/77

Applicability: All models fitted with pitch change horns P/N 212-010-716-5 or -9.

Document:
1. Bell SB No. 212-77-7; or
2. FAA AD 77-17-03.

Compliance: Within 25 hours time in service after 15 September 1977 and thereafter at intervals not to exceed 100 hours.

AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive AD/BELL 212/19 Amdt 1.

Bell Helicopter Textron 212 Series Helicopters

AD/BELL 212/19 Amdt 1	**External Cargo Suspension Kit - Load Restriction and Modification**	**4/2009**

Requirement: CANCELLED.

This AD is cancelled on 9 April 2009.

Background: This unique Australian AD, issued in 1978, required modification of the external cargo suspension kit in accordance with Bell ASB No. 212-78-6. The AD compliance was before 1 September 1978. As all aircraft would be modified by now, the AD is no longer required.

David Punshon
Delegate of the Civil Aviation Safety Authority

3 February 2009

AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive AD/BELL 212/20.

Bell Helicopter Textron 212 Series Helicopters

AD/BELL 212/20 Emergency Float Bag Deflector - Installation 4/2009
P/N 212-030-629-101 L/H and -102 R/H

Requirement: CANCELLED.

This AD is cancelled on 9 April 2009.

Background: This AD, issued in 1978, required installation of a deflector on the passenger sliding door in accordance with Bell ASB No. 212-78-5 to avoid restriction of the emergency exits when the emergency flotation bags were deployed. The AD compliance was prior to further flight. As all aircraft would be modified by now, the AD is no longer required.

David Punshon
Delegate of the Civil Aviation Safety Authority

3 February 2009

AD/BELL 212/21 — Main Rotor Hub Inboard Fitting - Life Reduction — 10/85

CANCELLED.

Background: This life limitation is included in the Mandatory Retirement Schedule.

AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive AD/BELL 212/22.

Bell Helicopter Textron 212 Series Helicopters

AD/BELL 212/22 Tail Rotor Drive Shaft - Replacement 4/2009

Requirement: CANCELLED.

This AD is cancelled on 9 April 2009.

Background: This AD, issued in 1978, required installation of an improved tail rotor drive shaft in accordance with Bell ASB No. 212-78-7 to avoid the drive shaft contacting the tail boom structure at critical speed. The AD compliance was within 200 hours time in service after 30 September 1978. As all aircraft would be modified by now, the AD is no longer required.

James Coyne
Delegate of the Civil Aviation Safety Authority

16 February 2009

AD/BELL 212/23 Emergency Float Bag Assemblies - Modification 10/78

Applicability: All model 212 fitted with emergency float bag assemblies P/Nos. 212-050-207-1, -2, -3 and -4, or assemblies P/Nos. 212-030-411-1, -2, -3 and -4.

Document: Bell SB No. 212-78-9.

Compliance: As per requirement document.

AD/BELL 212/24 Amdt 1 — Main Gear Box Spiral Bevel Gear Inspection and Rotor Brake Quill Shaft Removal — 1/79

Applicability: All model 212 helicopters.

Document:

1. For helicopters fitted with P/N 204-040-701-3 spiral bevel gear - SB 212-78-8, and after any occurrence of torsional overloading, part 1(B) of SB 212-78-12.
2. For helicopters fitted with P/N 204-040-701-101 spiral bevel gear - SB 212-78-12.

Compliance: As per the requirement document.

AD/BELL 212/25 Main Rotor Yoke 9/91 Amdt 4

Applicability: All helicopters fitted with main rotor yoke P/N 204-011-102- (all dash numbers).

Requirement:

1. Inspect the main rotor yoke in-situ in accordance with the Accomplishment Instructions in Bell Alert SB No 212-90-60, Revision A, dated 31 August 1990.

2. Remove the yoke assembly from the main rotor hub assembly and inspect the yoke in accordance with FAA AD 79-20-05, Amendment 39-3662.

Compliance: As detailed in the Requirement Documents.

Background: Amendment 3 implemented the additional inspections of ASB 212-87-48, which was issued as a result of fatigue cracks being found in service. It required that visual inspections of the main rotor yoke be performed daily and every 1200 hours/24 months. These are additional to the more detailed 2400 hourly inspection specified in FAA AD 79-20-05.

Amendment 4 specifies Bell Alert SB 212-90-60, which supersedes ASB 212-87-48, and adds a yoke spindle inspection to Part III, required at 1200 hours/24 month intervals. Inspections done to earlier amendments may be considered for the purposes of determining when amendment 4 inspections are due.

AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive AD/BELL 212/26 Amdt 1.

Bell Helicopter Textron 212 Series Helicopters

AD/BELL 212/26 Amdt 1	**Hydraulic Servo Cylinder Assembly - Spanner Link Assembly Inspection and Rework**	**4/2009**

Requirement: CANCELLED.

This AD is cancelled on 9 April 2009.

Background: This unique Australian AD, issued in 1982, required inspection and rework of the Hydraulic Cylinder Assemblies in accordance with Bell Alert SB No. 212-79-16A to prevent interference with the link assembly. The AD compliance was within 100 hours time in service after 31 October 1982. As all aircraft would have been inspected by now, the AD is no longer required.

James Coyne
Delegate of the Civil Aviation Safety Authority

16 February 2009

AD/BELL 212/27 Swashplate Support Assembly 10/85 Amdt 1

CANCELLED.

Background: Swashplate Support Assembly P/N 204-011-404-017 is no longer authorised for use.

AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive AD/BELL 212/28 Amdt 2.

Bell Helicopter Textron 212 Series Helicopters

AD/BELL 212/28 Amdt 2 — Vertical Fin Forward Spar — 12/2009

Requirement: CANCELLED.

This AD is cancelled on 19 November 2009.

Background: This unique Australian AD specified action in accordance with Bell Tech Bulletin 212-81-50 and Alert SB 212-86-38. The vertical fin forward spar required inspection at intervals not exceeding 120 hours time in service until installation of a doubler or replacement of spar cap. The AD is no longer required.

David Villiers
Delegate of the Civil Aviation Safety Authority

28 September 2009

AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive AD/BELL 212/29.

Bell Helicopter Textron 212 Series Helicopters

AD/BELL 212/29 Emergency Flotation Installation Manual Actuation System - Modification and Rerigging 4/2009

Requirement: CANCELLED.

This AD is cancelled on 9 April 2009.

Background: This unique Australian AD, issued in 1981, required modification and re-rigging of the emergency flotation system in accordance with Bell Alert SB 212-81-24 to ensure the system functions properly. The AD compliance was within 25 hours time in service after 6 November 1981. As all aircraft would have been modified by now, the AD is no longer required.

James Coyne
Delegate of the Civil Aviation Safety Authority

17 February 2009

AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive AD/BELL 212/30.

Bell Helicopter Textron 212 Series Helicopters

AD/BELL 212/30 Engine Mount Fireshield - Installation 4/2009

Requirement: CANCELLED.

This AD is cancelled on 9 April 2009.

Background: This unique Australian AD, issued in 1982, required installation of an engine mount fireshield to reduce the effect of a single engine fire by protecting the engine mount. The AD compliance was prior to issue of a Certificate of Airworthiness. As the Australian certification requirements now align with FAR 29, the requirements of this AD are obsolete and no longer required.

James Coyne
Delegate of the Civil Aviation Safety Authority

17 February 2009

AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive AD/BELL 212/31.

Bell Helicopter Textron 212 Series Helicopters

AD/BELL 212/31 Float Bags - Inspection 4/2009

Requirement: CANCELLED.

This AD is cancelled on 9 April 2009.

Background: This unique Australian AD, issued in 1984, required a one off inspection of the float bags in accordance with Bell Alert SB 212-84-35 to determine if the bags are defective. The AD compliance was prior to 31 December 1984. As all aircraft would have been inspected by now, the AD is no longer required.

James Coyne
Delegate of the Civil Aviation Safety Authority

16 February 2009

AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive AD/BELL 212/32.

Bell Helicopter Textron 212 Series Helicopters

AD/BELL 212/32 — Elevator to Horn Assembly Attachment - Modification — 4/2009

Requirement: CANCELLED.

This AD is cancelled on 9 April 2009.

Background: This unique Australian AD, issued in 1985, required modification of the elevator to horn assembly in accordance with Bell Alert S.B. No. 205-84-21 to eliminate the possibility of losing an elevator. The AD compliance was before 1 March 1985 or prior to the issue of the next Maintenance Release after 31 January 1985, whichever is the later. As all aircraft would have been modified by now, the AD is no longer required.

James Coyne
Delegate of the Civil Aviation Safety Authority

16 February 2009

AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive AD/BELL 212/33.

Bell Helicopter Textron 212 Series Helicopters

AD/BELL 212/33 — Main Rotor Grip/Blade Bolt - Inspection and Rework — 4/2009

Requirement: CANCELLED.

This AD is cancelled on 9 April 2009.

Background: This unique Australian AD, issued in 1985, required a one off inspection of the main rotor grip blade and bolt for blade/bolt interference in accordance with Bell ASB Bell SB No. 212-85-37. The AD compliance was within 100 hours time in service or at the next scheduled inspection after 31 March 1985. As all aircraft would have been inspected by now, the AD is no longer required.

David Punshon
Delegate of the Civil Aviation Safety Authority

3 February 2009

AD/BELL 212/34 Vertical Fin Spar Cap 2/88

CANCELLED.

Background: The requirements of this Directive have been incorporated into AD/BELL 212/28.

AD/BELL 212/35 Tail Rotor Trunnion Bearing Housing 9/86 DM

Applicability: All model 212 S/N: 30501 to 30999 31101 to 31273 and 31275 32101 to 32142 32201 to 32262.

Requirement: Action in accordance with Bell Alert Service Bulletin No. 212-86-39, Revision A.

Compliance: Part I of the Requirement Document: Within 25 hours time in service or seven days whichever occurs first after 6 August 1986 and thereafter at intervals not exceeding 25 hours time in service or 7 days, whichever occurs first, until Part II is complied with.

Part II of the Requirement Document: Within 150 hours time in service or 60 days whichever occurs first after 31 July 1986.

Background: A trunnion bearing housing end web has been found below specified dimensions. Failure of the housing caused excessive tail rotor vibration and loss of control.

AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive AD/BELL 212/36 Amdt 1.

Bell Helicopter Textron 212 Series Helicopters

AD/BELL 212/36 Amdt 1	**Emergency Flotation System and Squib Valve**	**4/2009**

Requirement: CANCELLED.

This AD is cancelled on 9 April 2009.

Background: This AD, issued in 1987, required replacement of the squib valve in accordance with Bell ASB No. 212-87-42 to prevent cracking of the valve housing in the Emergency Flotation Squib Valve Assembly. The AD compliance was within 500 hours time in service after 7 May 1987 or before 31 July 1987 which ever occurs first. As all aircraft would have been modified by now, the AD is no longer required.

James Coyne
Delegate of the Civil Aviation Safety Authority

16 February 2009

AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive AD/BELL 212/37 Amdt 1.

Bell Helicopter Textron 212 Series Helicopters

AD/BELL 212/37 Amdt 1 — Main Rotor Pillow Block — 4/2009

Requirement: CANCELLED.

This AD is cancelled on 9 April 2009.

Background: This unique Australian AD, issued in 1987, required checking the torque on the nuts retaining the pillow block to the yoke every 25 flight hours until modified in accordance with Bell Alert SB No 212-87-43 Rev "A". The AD compliance for modification was by 30 June 1987. As all aircraft would have been modified by now, the AD is no longer required.

James Coyne
Delegate of the Civil Aviation Safety Authority

16 February 2009

AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive AD/BELL 212/38.

Bell Helicopter Textron 212 Series Helicopters

AD/BELL 212/38 — Engine Fuel Valve Electrical Connectors P/NO MS3456W14S-5S — 4/2009

Requirement: CANCELLED.

This AD is cancelled on 9 April 2009.

Background: This unique Australian AD, issued in 1988, required a one off inspection of engine fuel valve electrical connectors in accordance with Bell Alert SB No 212-87-47 to detect faulty connectors. The AD compliance was by 1 March 1988. As all aircraft would have been inspected by now, the AD is no longer required.

James Coyne
Delegate of the Civil Aviation Safety Authority

16 February 2009

AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive AD/BELL 212/39.

Bell Helicopter Textron 212 Series Helicopters

AD/BELL 212/39 Engine Fuel Switch 4/2009

Requirement: CANCELLED.

This AD is cancelled on 9 April 2009.

Background: This unique Australian AD, issued in 1988, required a one off inspection of the engine fuel switch in accordance with Bell Alert SB No 212-88-52 to detect faulty switches that occurred during the manufacturing process. The AD compliance was prior to 1 January 1989. As all aircraft would have been inspected by now, the AD is no longer required.

James Coyne
Delegate of the Civil Aviation Safety Authority

16 February 2009

AD/BELL 212/40 Main Transmission Spiral Bevel Gear 7/89

Applicability: All 212 series helicopters with main transmission containing spiral bevel gear P/N 204-040-701-103 with less than 250 hours total time in service.

Requirement:

1. Remove and inspect the transmission internal sump oil filter for evidence of metal contamination (eg, steel particles in splinter, granular or flake form). If metal contamination is evident replace worn parts before further flight. Refit oil filter.

2. Remove a quill pad cover P/N 204-040-174-001 or rotor brake quill from the transmission main ring gear case to allow access to the spiral bevel gear. Inspect all teeth of the gear for evidence of cracks, chipping and deformation. If cracks, chipping or metal deformation is evident replace gear before further flight. Refit component removed for access.

Note: FAA Emergency AD 89-08-05 refers.

Compliance:

1. Within 10 hours time in service or seven days whichever occurs first after 8 May 1989. Thereafter reinspect before the first flight of the day until gear has operated for 250 hours time in service.

2. Within 10 hours time in service or seven days whichever occurs first after 8 May 1989. Thereafter reinspect at intervals not exceeding 50 hours time in service until gear has operated for 250 hours time in service.

Background: After a pilot reported an occasional unusual noise in flight, inspection of the main transmission revealed two large pieces of gear teeth that had fractured from the spiral bevel gear P/N 204-040-701-103. Metallurgical examination revealed the presence of a low alloy metallic inclusion which occurred during processing of the gear material. This inclusion may result in failure of the gear within the first 250 hours time in service.

AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive AD/BELL 212/41.

Bell Helicopter Textron 212 Series Helicopters

AD/BELL 212/41 Pitch Change Link Universal 4/2009

Requirement: CANCELLED.

This AD is cancelled on 9 April 2009.

Background: This unique Australian AD, issued in 1989, required a one off inspection of the pitch change link universal for staking marks around each bearing face. The AD compliance was prior to 30 September 1989. As all aircraft would have been inspected by now, the AD is no longer required.

James Coyne
Delegate of the Civil Aviation Safety Authority

16 February 2009

AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive AD/BELL 212/42.

Bell Helicopter Textron 212 Series Helicopters

AD/BELL 212/42 Main Rotor Tension Torsion Straps 4/2009

Requirement: CANCELLED.

This AD is cancelled on 9 April 2009.

Background: This unique Australian AD, issued in 1989, required a one off inspection of the tension torsion strap in accordance with Bell Alert Service Bulletin 212-89-55 to ensure the straps were approved parts. The AD compliance was prior to 13 October 1989. As all aircraft would have been inspected by now and the requirements of approved parts are covered by CAR 42W and CASR 21.303, the AD is no longer required.

David Punshon
Delegate of the Civil Aviation Safety Authority

3 February 2009

AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive AD/BELL 212/43.

Bell Helicopter Textron 212 Series Helicopters

AD/BELL 212/43 Bogus Pressure Gauge Emergency Floats P/N 212-073-905- 1 4/2009

Requirement: CANCELLED.

This AD is cancelled on 9 April 2009.

Background: This unique Australian AD, issued in 1990, required a one off inspection of the pressure gauge for the emergency floats in accordance with Bell OSN-GEN-89-14 to ensure the component was an approved part. The AD compliance was at the next inspection for Maintenance Release after 28 February 1990. As all aircraft would have been inspected by now and the requirements of approved parts are covered by CAR 42W and CASR 21.303, the AD is no longer required.

James Coyne
Delegate of the Civil Aviation Safety Authority

18 February 2009

AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive AD/BELL 212/44.

Bell Helicopter Textron 212 Series Helicopters

AD/BELL 212/44 Swashplate Outer Ring 4/2009

Requirement: CANCELLED.

This AD is cancelled on 9 April 2009.

Background: This unique Australian AD, issued in 1990, required inspection of the swashplate outer ring in accordance with Bell Alert S.B. No. 212-90-61 to identify parts that have a casting defect created during manufacture. The AD compliance was prior to 25 May 1990. As all aircraft would have been inspected by now, the AD is no longer required.

James Coyne
Delegate of the Civil Aviation Safety Authority

16 February 2009

AD/BELL 212/45 Tailboom Upper Longeron Splice 2/91

Applicability: All model 212 helicopters S/Nos 30501 - 30999, 31101 - 31311, 32101 - 32142 and 35001 - 35022.

Requirement: Action in accordance with Bell Alert SB No 212-90-63 dated 20 July 1990.

Compliance: For Part 1: Within 300 hours time in service after 24 January 1991. Repeat the inspections (Part 2) at intervals not to exceed 300 hours time in service.

Background: Recent incidents of cracked longeron splices have created a requirement for provision of an inspection opening and repetitive inspection of the upper longeron splices.

AD/BELL 212/46 Main Rotor Drag Brace Assembly 7/91

Applicability: All models.

Requirement: Action in accordance with the Technical Requirements of FAA AD 90-26-11, Amendment 39-6840.

Compliance: In accordance with the Requirement document with revised effective date 11 July 1991.

Background: Eight reports of drag brace assembly cracking have been attributed to high cycle, low stress fatigue. The cracks had gone undetected at daily visual inspections and were not actually detected until after hub assembly overhaul.

AD/BELL 212/47 Lower Planetary Spider Gear 9/91 DM

Applicability: All Models.

Requirement: Action in accordance with Bell Alert SB No. 212-91-66.

Compliance: As directed in the Requirement Document with a revised effective date 12 July 1991.

Background: A special inspection of the main gearbox lower planetary spider gear P/N 204-040-785-003 has been introduced by the manufacturer after fatigue cracking has been detected.

AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive AD/BELL 212/48.

Bell Helicopter Textron 212 Series Helicopters

AD/BELL 212/48 Tension Torsion Straps Retention Pins 4/2009

Requirement: CANCELLED.

This AD is cancelled on 9 April 2009.

Background: This unique Australian AD, issued in 1991, required a one off inspection of the tension torsion strap retention pins in accordance with Bell Alert Service Bulletin 212-91-68 to ensure the pins were approved parts. The AD compliance was prior to further flight after 17 October 1991. As all aircraft would have been inspected by now and the requirements of approved parts are covered by CAR 42W and CASR 21.303, the AD is no longer required.

David Villiers
Delegate of the Civil Aviation Safety Authority

24 February 2009

AD/BELL 212/49 Tail Rotor Driveshaft Hangar Bearings 1/92 DM

Applicability: All models fitted with tail rotor driveshaft bearings.

P/N 204-040-623-003 with a S/N prefix of either “T” or “N” prior to N4000 and all -005 bearings with a S/N prefix of either “T” or “N”.

Requirement: Action in accordance with Bell Alert Service Bulletin 212-91-69 Revision A.

Note: FAA Priority Letter AD 91-24-16 refers.

Compliance: Daily before first flight of the day after 27 November 1991.

Background: A daily inspection of the tail rotor driveshaft bearings has been found necessary following a fatal accident which revealed the possibility of a production batch problem with these bearings.

AD/BELL 212/50 Swashplate Support 7/92 DM

Applicability: All model 212 helicopters fitted with swashplate support P/N 204-011-404-125.

Requirement: Action in accordance with Bell Alert Service Bulletin 212-91-72.

Note: FAA AD 92-07-08 amdt 39-8204 refers.

Compliance: Within 25 hours time in service after 30 April 1992.

Background: Approximately 156 swashplate support assemblies, P/N 204-011-404-125, were incorrectly machined by a vendor with oversize holes in the two outboard lugs. The vendor attempted to repair the mistake by using oversize bushings in the hole. Bell has rejected the repair scheme and declared the supports unfit for use.

AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive AD/BELL 212/51.

Bell Helicopter Textron 212 Series Helicopters

AD/BELL 212/51 Fin To Tail Boom Junction 12/2009

Requirement: CANCELLED.

This AD is cancelled on 19 November 2009.

Background: This unique Australian AD specified a once-only inspection of the fin-to-tailboom junction by May 1992. The AD was issued following discovery of a crack in an Australian Bell 212 helicopter and was not based on a manufacturer's bulletin. The AD is no longer required.

James Coyne
Delegate of the Civil Aviation Safety Authority

30 September 2009

AD/BELL 212/52 Main Driveshaft and Tail Rotor Drive Over-Temperature Indicators 10/94

Applicability: All model Bell 212 helicopters S/N 30501 through 30999, 31101 through 31311, 32101 through 32142 and 35001 through 35066.

Requirement: Action in accordance with Bell Helicopter Alert Service Bulletin 212-93-89 Rev A.

Note: Transport Canada AD CF-94-07 dated 11 April 1994 refers.

Compliance: As specified in the Requirement Document effective from 15 September 1994.

Note: The Pilot in Command may carry out and certify in the maintenance release the Requirement Document Part II Serviceability Check required by this directive.

Background: Bell Helicopter has advised that the self adhesive temperature indicators are a more reliable means of over temperature indication than that provided by the zinc chromate primer stripe.

AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, this AD is revoked by CASA ADCX 003/13.

Bell Helicopter Textron and Agusta 212 Series Helicopters

AD/BELL 212/53 Main Rotor Yoke 4/2013

Requirement: CANCELLED.

This AD is cancelled on 27 February 2013.

Background: A State of Design airworthiness directive issued on or after 1 October 2009 is defined as an airworthiness directive per CASR Part 39.001A. The requirements of this airworthiness directive have been superseded by FAA AD 2012-17-08 issued on 21 December 2012**.**

AD/BELL 212/54 Main Transmission Lower Planetary Spider 2/95

Applicability: All Bell Helicopter Textron 212 Series Helicopters with main transmission lower planetary spider P/N 412-040-785-101 installed.

Requirement: Retire the spider from service.

Note 1: FAA AD 94-18-09 Amdt 39-9022 and Bell Alert Service Bulletin ASB 212-93-83 Revision A refer.

Note 2: The life of Spider P/N 412-040-785-103 is not limited by this AD.

Compliance: Retire the spiders before 2500 hours time in service or within 100 hours time in service after 2 February 1995, whichever is the later.

Background: Five failures of the main transmission lower planetary spider have been experienced during the manufacturer's fatigue tests. Accordingly a fatigue life has been established to prevent in service failures.

Bell Helicopter Textron 212 Series Helicopters

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/BELL 212/55 and issues the following AD under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

AD/BELL 212/55 Main Rotor - Pillow Block Attachment Bolts 8/2000 Amdt 1

Applicability: All models with main rotor yokes P/N 204-011-102-(all dash numbers) installed.

Requirement: Action in accordance with Bell Helicopter Textron Alert Service Bulletin 212-90-62 Revision A.

Note 1: FAA AD 92-23-01 refers.

Aircraft incorporating stainless steel main rotor yokes are excluded from this directive.

Note 2: BHT Alert SB 212-92-80 refers.

Compliance: As detailed in the Requirement document.

This Amendment becomes effective on 10 August 2000.

Background: There have been five cases of main rotor pillow block attachment bolt fatigue cracks reported. This AD is intended to prevent failure of the pillow block attachment bolts and consequent separation of the main rotor assembly. A Bell 212 operator has correctly pointed out that the requirements of the Bell Alert SB are not applicable to the stainless steel main rotor yoke assembly, and could result in the bolts being torqued incorrectly.

The original issue of this Airworthiness Directive became effective on 27 April 1995.

Bernard Malcom Hole
Delegate of the Civil Aviation Safety Authority

27 June 2000

The above AD is notified in the *Commonwealth of Australia Gazette* on 12 July 2000.

AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive AD/BELL 212/56.

Bell Helicopter Textron 212 Series Helicopters

AD/BELL 212/56 Tailboom Doubler 12/2009

Requirement: CANCELLED.

This AD is cancelled on 19 November 2009.

Background: This unique Australian AD specified action in accordance with Bell Alert SB 212-93-85. A detailed visual internal inspection of the tailboom doubler was specified at intervals not exceeding 100 hours time in service until terminating action which was required by May 1996. The AD is no longer required.

David Villiers
Delegate of the Civil Aviation Safety Authority

28 September 2009

AD/BELL 212/57 Hydraulic Servo Actuator Shoulder Bolt 13/95

Applicability: All Bell Helicopter Textron 212 Series Helicopters S/N 30501 through 30999, 31110 through 31311, 32101 through 32142 and 35001 through 35089 which have servos installed that have been overhauled or repaired by a facility not approved by HR Textron.

Requirement: Unless previously carried out action in accordance with Bell ASB 212-95-98 Revision A.

Compliance: Within 25 hours time in service from 7 December 1995 or by 31 January 1996, whichever occurs first.

Background: Bell Textron has advised that unauthorised rework/repair of the shoulder bolts may have been carried out. An inspection of the shoulder bolts for possible unauthorised chrome plating is required.

AD/BELL 212/58 Fuel Line Replacement 9/97

Applicability: All Bell Helicopter Textron 212 Series Helicopters in the following S/N range;

30501 thru 30999,

31101 thru 31311,

32101 thru 32142 and,

35001 thru 35080.

Requirement: Replace engine fuel lines hoses as detailed in Bell Technical Bulletin 212-96-157 dated 22 July 1996.

Note: Canadian AD CF-97-04 refers.

Compliance: Unless previously carried out, no later than 30 June 1998.

This airworthiness directive becomes effective on 14 August 1997.

Background: The Transportation Safety Board of Canada has determined there has been at least two accidents where failure of a aluminium elbow attached to tee-fitting P/N 110-089-12C either broke or was suspected to have broken as a result of the helicopter rolling onto its side. In one accident, fire which originated in the area of the failed fitting destroyed the helicopter and resulted in three fatalities.

AD/BELL 212/59 Tail Rotor Yoke 8/98 DM

Applicability: Model 212 helicopters with tail rotor yoke assembly, part number (P/N) 212-011-702-all dash numbers, or P/N 212-010-704-all dash numbers, or P/N 212-010-744- all dash numbers installed.

Requirement:

1. Review all historical records of the helicopter and the tail rotor yoke assembly for any static or dynamic incident history that could have imposed an excessive bending load on the yoke. If such a history exists, comply with Requirement 2 before further flight.

Note 1: Examples of excessive bending loads include exposure to high wind gusts (such as those from rotor wash or prop blast), improper ground handling (in which the tail rotor blade has been used as a hand hold), improper feathering bearing removal (in which the yoke is not properly supported when pressing out bearings), a static ground strike of some type (such as being struck by a vehicle), or an incident in which a damaged tail rotor blade was replaced due to a blade strike. An overload may also occur dynamically during a power-on or power-off sudden stoppage incident or hard landing.

2. Remove the yoke assembly and replace it with a serviceable yoke assembly having zero hours time in service, or with a serviceable yoke assembly (regardless of time in service) that has passed an x-ray diffraction inspection in accordance with Bell Helicopter Textron, Inc. Alert Service Bulletin (ASB) 212-96-100, Revision A, dated 18 May 1998, or ASB 212-96-101 dated 3 September 1996, whichever is applicable. When the yoke assembly is replaced, for helicopters with a yoke assembly , P/N 212-011-702-all dash numbers, install a serviceable tail rotor flapping stop, P/N 212-011-713-103, and for helicopters with yoke assemblies, P/N 212-010-704-all dash numbers or P/N 212-010-744-all dash numbers, install an airworthy trunnion assembly, P/N 212-010-738-001. If any incident as described in Requirement 1 of this Directive occurs after 10 June 1998 and before compliance with this requirement, then compliance with Requirement 2 is required before further flight.

Note 2: Yoke assemblies that have passed an x-ray diffraction inspection at BHTI will have the letters FM vibro-etched on them following the serial number.

3. Inspect the trunnion assembly, and replace the yoke assembly and trunnion assembly, if required, in accordance with Part III, Paragraph 1, of ASB 212-96-100, Revision A; or inspect the tail rotor flapping stop and replace the yoke assembly and flapping stop, if required, in accordance with Part III, Paragraphs 1, 2, and 3, of ASB 212-96-100, whichever is applicable.

Note 3: FAA Priority Letter AD 98-11-15 refers.

Compliance:

1. Before further flight after 10 June 1998.

2. Before 10 December 1998.

3. After accomplishing the requirements of Requirement 2, thereafter at intervals not to exceed 25 hours time in service, or before further flight after any incident as described in Requirement 1.

This airworthiness directive becomes effective on 10 June 1998.

Background: This Directive reflects the issue of a Priority Letter AD by the FAA, which was prompted by an accident involving a BTHI Model 205A-1 helicopter in which the tail rotor yoke failed during flight. The Model 205A-1 helicopter is similar in design to the Model 212 helicopter. Investigation of the accident revealed that the tail rotor yoke assembly service life may be reduced due to unforeseen static and dynamic loading of the tail rotor. This condition, if not corrected, could lead to failure of the yoke, loss of the tail rotor, and subsequent loss of control of the helicopter.

Bell Helicopter Textron 212 Series Helicopters

AD/BELL 212/60	**This AD yet to be Issued**	**TBA**

Bell Helicopter Textron 212 Series Helicopters

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

AD/BELL 212/61 — Main Hydraulic Servo Actuator Rod End Lock Washer — 9/2001 DM

Applicability: Model 212 helicopters incorporating hydraulic servo actuator, part number (P/No) 41000470, serial numbers with "HR' prefix up to and including 10010.

Requirement:

1. Inspect the tab on the rod end locking washer of each hydraulic servo actuator for bending and twisting in accordance with "Accomplishment Instructions", Paragraph 2.A of Bell Helicopter Textron, Inc Service Bulletin 212-00-109.

2. Replace P/No NAS513-6 lock washer with P/No NAS513K6C locking device in accordance with "Accomplishment Instructions", Paragraph 2.B of Bell Helicopter Textron, Inc Service Bulletin 212-00-109.

Note: FAA AD 2001-08-04 refers.

Compliance:

1. Within 25 flight hours after the effective date of this Airworthiness Directive.

2. Within 100 flight hours after the effective date of this Airworthiness Directive or at next actuator overhaul, whichever occurs first.

This Airworthiness Directive becomes effective on 25 July 2001.

Background: This Directive is prompted by reports of damaged main hydraulic actuator rod end lock washers which can result in rod end disengagement from the actuator and potential for loss of control of the main rotor.

James Coyne
Delegate of the Civil Aviation Safety Authority

18 July 2001

The above AD is notified in the *Commonwealth of Australia Gazette* on 25 July 2001.

Bell Helicopter Textron 212 Series Helicopters

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

AD/BELL 212/62 — Tail Rotor Counterweight Bellcrank Retention Nut — 9/2001 DM

Applicability: Model 212 helicopters.

Requirement:

1. Remove the two existing retention nuts retaining the bellcranks, part number 212-010-709-001 or 212-011-705-001, and install retention nuts, part number MS14145L6 or MS17826-6, in accordance with paragraphs (1) through (5) of the Accomplishment Instructions in Bell Helicopter Textron Alert Service Bulletin (ASB) 212-00-107 Revision A, dated 13 September 2000. A used retention nut must not be installed.

2. Inspect the retention nuts and corrosion preventive compound (CPC) coating in accordance with paragraph (6) of the Accomplishment Instructions in ASB 212-00-107 Revision A. Reapply the CPC coating if deficiencies are found in the coverage and protection of the area. Replace any retention nut found with any corrosion, mechanical damage, a crack, or looseness, with a serviceable nut before further flight.

Note: FAA AD 2001-13-01 Amdt 39-12281 refers.

Compliance:

1. Within 100 hours time in service or 90 days after 1 August 2001, whichever occurs first; unless already accomplished.

2. At intervals not to exceed 100 hours time in service after accomplishing Requirement 1.

This Airworthiness Directive becomes effective on 1 August 2001.

Background: The FAA received a report of an in-flight loss of a tail rotor counterweight bellcrank due to failure of the retention nut. Failure of the retention nut could result in the bellcrank migrating off the crosshead spindle, loss of tail rotor control, and subsequent loss of control of the helicopter.

David Alan Villiers
Delegate of the Civil Aviation Safety Authority

25 July 2001

The above AD is notified in the *Commonwealth of Australia Gazette* on 1 August 2001.

AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/BELL 212/63 and issues the following AD under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Bell Helicopter Textron 212 Series Helicopters

AD/BELL 212/63 Amdt 1 — Tail Rotor Blade Fwd Tip Weight Retention Block and Aft Tip Closure — 13/2007

Applicability: Model 212 helicopters with a tail rotor blade part number 212-010-750-009 through -129, all serial numbers, except serial numbers with a prefix of “A” or “AFS” and the number 11926, 13351, 13367, 13393, 13400, 13402, 13515, 13540, 13568, 13595 through 13602, 13619, and subsequent assigned numbers, installed.

Requirement:

1. Inspect the tail rotor blade forward tip weight retention block and aft tip closure for adhesive bond voids. Remove any tail rotor blade with a void in excess of that allowed by the Component Repair and Overhaul Manual limitations.

2. Inspect the forward tip weight retention block attachment countersink screws in four locations to determine if the head of each countersink screw is flush with the surface of the abrasion strip. The locations of these four screws are depicted on Figure 1 of Bell Helicopter Textron Inc. Alert Service Bulletin (ASB) 212-00-111 Revision D, or later FAA approved revision. If any of these screws are set below the surface of the abrasion strip or are covered with filler material, install shear pins in accordance with the Accomplishment Instructions, Part A, Shear Pin Installation paragraphs, of ASB 212-00-111 Revision D, or later FAA approved revision.

3. Install the aft tip closure rivets, re-identify the modified blade by adding an “FM”, and dynamically balance the tail rotor hub assembly in accordance with the Accomplishment Instructions, Part B, Aft Tip Closure Rivet Installation paragraphs, of ASB 212-00-111 Revision D, or later FAA approved revision.

Note: FAA AD 2007-22-02 Amdt 39-15238 refers.

Compliance: Within 100 hours time in service after 20 December 2007, unless already accomplished.

This Amendment becomes effective on 20 December 2007.

Background: The FAA received reports of five occurrences of missing tail rotor blade forward tip weight retention blocks or aft tip closures that resulted in minor to substantial damage. Such damage could result in loss of a tail rotor blade, and subsequent loss of control of the helicopter.

Bell Helicopter Textron 212 Series Helicopters

AD/BELL 212/63 Amdt 1 (continued)

Amendment 1 is issued in response to a new FAA AD, which expands the applicability to include other part and serial-numbered blades. Additionally, the AD clarifies the requirement to re-identify the modified blade by adding "FM" after the part number, and requires dynamically balancing the tail rotor.

David Villiers
Delegate of the Civil Aviation Safety Authority

7 November 2007

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Bell 212 Series Helicopters

AD/BELL 212/64 Vertical Fin Spar 13/2002 DM

Applicability: Model 212 helicopters, with a vertical fin spar cap, part number (P/N) 212-030-125-001, with retrofit kit, P/N 212-704-087 installed; vertical fin left-hand spar cap (spar cap), P/N 212-030-125-001, without the retrofit kit installed; or spar cap, P/N 212-030-447-001 or P/N 212-030-447-101, installed.

Requirement:

1. Modify and visually inspect each spar cap, P/N 212-030-125-001, not modified by retrofit kit, P/N 212-704-087 or spar cap P/N 212-030-447-001, for a crack, loose fasteners, or corrosion in accordance with Part I (A1), paragraphs 1, 2, 3, 4, 6, and 7 of Bell Helicopter Textron Alert Service Bulletin (ASB) No. 212-00-110 Revision A, dated 15 February 2001. Thereafter, visually inspect each affected spar cap in accordance with Part I (A2), paragraphs 1, 2, 3, 5, and 6 of ASB 212-00-110 Revision A.

   Before further flight, repair any loose fastener or corrosion.

   Before further flight, replace any cracked or disbonded spar cap with a serviceable spar cap.

2. For each spar cap, P/N 212-030-125-001, modified by retrofit kit, P/N 212-704-087, or spar cap, P/N 212-030-447-101:

   a. Modify and inspect each spar cap for a crack, loose fastener, corrosion, or disbanding in accordance with Part II (A1), paragraphs 1, 2, 3, 4, 5, 7, 8, 9, and 10 of ASB 212-00-110 Revision A. Thereafter, visually inspect each affected spar cap in accordance with Part II (A2), paragraphs 1, 2, 3, 5, and 6 of ASB 212-00-110 Revision A.

   b. Inspect each spar cap for disbonding using a hammer in accordance with Part II (B), paragraphs 1 through 13 of ASB 212-00-110 Revision A.

   c. Modify the vertical fin, and fluorescent penetrant inspect each spar cap in accordance with Part II (C1), paragraphs 1 through 8, and 10 through 12 of ASB 212-00-110 Revision A. Thereafter, fluorescent penetrant inspect each spar cap in accordance with Part II (C2), paragraphs 1 through 9, and 11 through 14 of ASB 212-00-110 Revision A.

Bell 212 Series Helicopters

AD/BELL 212/64 (continued)

Before further flight, repair any loose fasteners or corrosion.

Before further flight, replace any cracked or disbonded spar cap with a serviceable spar cap.

3. Replace each affected spar cap with a cold expansion spar cap, P/N 212-030-447-117S, in accordance with the Accomplishment Instructions, paragraphs 1 through 35, and 37, and Attachments A, B, and C of Bell Helicopter Textron Technical Bulletin No.212-00-184, Revision A, dated 23 April 2001.

Note 1: This Directive does not apply to tailbooms with spar cap part number 212-030-447-117 or 117S installed.

Note 2: Replacement of each spar cap in accordance with the requirements of this Directive is terminating action for further compliance with this Directive.

Note 3: FAA AD 2002-19-05 Amdt 39-12885 refers.

Compliance:

1. Within 25 hours time in service after 30 October 2002, unless already accomplished. Thereafter at intervals not to exceed 8 hours time in service.

2.a. Within 25 hours time in service after 30 October 2002, unless already accomplished. Thereafter, at intervals not to exceed 8 hours time in service.

2.b. Within 50 hours time in service after 30 October 2002, unless already accomplished. Thereafter at intervals not to exceed 300 hours time in service.

2.c. Within 50 hours time in service after 30 October 2002, unless already accomplished. Thereafter, fluorescent penetrant inspect at intervals not to exceed 300 hours time in service.

3. Within 24 months after 30 October 2002.

This Airworthiness Directive becomes effective on 30 October 2002.

Bell 212 Series Helicopters

AD/BELL 212/64 (continued)

Background: The FAA received reports of an accident and four failures of the vertical fin spar cap (spar cap) involving helicopters of the same type design. Fatigue cracks originated from the rivet holes in the area of fin station 60 to 75. Loose rivets, disbonding of the doublers and corrosion contributed to cracking of the spar cap. This Directive establishes additional inspection requirements for the spar cap, and eventual replacement of certain spar caps.

David Alan Villiers
Delegate of the Civil Aviation Safety Authority

24 October 2002

The above AD is notified in the *Commonwealth of Australia Gazette* on 30 October 2002.

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Bell Helicopter Textron 212 Series Helicopters

AD/BELL 212/65 Main Rotor Tension-Torsion Straps - 2 1/2003 DM

Applicability: Model 212 helicopters, with main rotor tension-torsion (TT) strap, part number 204-012-122-1, -5, or 214-010-179-1, installed.

Requirement: Remove and replace any TT strap with 1,200 hours total time in service or 24 or more months since initial installation on any helicopter, whichever occurs first.

This Directive revises the Limitations section of the maintenance manual by establishing a life limit for TT straps, part number 204-012-122-1, -5, or 214-010-179-1, of 1,200 hours total time in service or 24 months since initial installation on any helicopter, whichever occurs first.

Note: FAA AD 2002-22-14 Amdt 39-12941 refers.

Compliance: Before further flight after 27 November 2002, unless already accomplished.

This Airworthiness Directive becomes effective on 27 November 2002.

Background: The original FAA AD requirement (AD 80-17-09) was prompted by an offshore accident of a Model 212 helicopter in which a TT strap reportedly failed in-flight after 2,140 hours total time in service, with resulting loss of the main rotor blade. This Directive restates the requirements AD 80-17-09 and establishes a life limit for TT straps by revising the Limitations section of the maintenance manual. The actions required by this Directive are intended to prevent failure of a TT strap, loss of a main rotor blade, and subsequent loss of control of the helicopter.

David Alan Villiers
Delegate of the Civil Aviation Safety Authority

21 November 2002

The above AD is notified in the *Commonwealth of Australia Gazette* on 27 November 2002.

COMMONWEALTH OF AUSTRALIA

CIVIL AVIATION SAFETY AUTHORITY

AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, this airworthiness directive (***AD***) is repealed by CASA ADCX 013/14.

Bell Helicopter Textron 212 Series Helicopters

AD/BELL 212/66 Main Rotor Grips 14/2014

Requirement: CANCELLED.

This AD is cancelled on 24 July 2014.

Background: The requirements of this AD have been superseded by FAA AD 2014-12-04 issued on 4 June 2014.

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Bell Helicopter Textron 212 Series Helicopters

AD/BELL 212/67 Emergency Floatation Reservoir Adapter 13/2005 TX

Applicability: Bell Helicopter Textron Model 212, helicopters modified with Aeronautical Accessories, Inc. (AAI), Supplemental Type Certificate (STC) SH2820SO; or with AAI Parts Manufacturer Approval (PMA) reservoir assembly, part number (P/N) 212-372-050; or with adapter, P/N 212-371-002, installed.

Requirement:

1. Vent the nitrogen from the reservoir assembly by following the Accomplishment Instructions, Part II - Floatation System Discharging, of AAI Alert Service Bulletin (ASB) No. AA-05005, Revision A dated 27 June 27 2005 or later FAA Approved revision.

2. Remove the valve assembly and air line from the adapter, and inspect the counter bore depth (dimension D) as shown in Figure 1 of the ASB.

   (a) If dimension D, as depicted in Figure 1 of the ASB, does not exceed .860 inch, recharge the floatation system by following the Accomplishment Instructions, Part III - Floatation System Charging, and referring to Figures 2 and 3 of the ASB.

   (b) If dimension D, as depicted in Figure 1 of the ASB, exceeds .860 inch, replace the reservoir assembly and the adapter with serviceable parts.

3. Discharging and recharging the floatation system and inspecting the counter bore depth dimension of the adapter shall be done in accordance with the specified portions of the ASB.

Note: FAA AD 2005-20-38 Amendment 39-14335 refers.

Compliance:

1. Within the next 24 hours time-in-service (TIS) or before the next emergency floatation supply bottle nitrogen charging after the effective date of this AD.

2. Within the next 24 hours time-in-service (TIS) or before the next emergency floatation supply bottle nitrogen charging after the effective date of this AD.

2. (b) Before further flight after the effective date of this AD.

3. From the effective date of this AD.

Bell Helicopter Textron 212 Series Helicopters

AD/BELL 212/67 (continued)

This Airworthiness Directive becomes effective on 9 November 2005.

Background: The actions detailed in this AD are intended to prevent rupture of an adapter, uncontrolled jetting of pressurized gas from the nitrogen bottle, and subsequent injury to occupants or damage to the helicopter.

James Coyne
Delegate of the Civil Aviation Safety Authority

4 November 2005

AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, this AD is revoked by CASA ADCX 034/10.

Bell Helicopter Textron 212 Series Helicopters

AD/BELL 212/68 Tail Rotor Blades 25/2010

Requirement: CANCELLED.

This AD is cancelled on 15 December 2010.

Background: A State of Design airworthiness directive issued on or after 1 October 2009 is defined as an airworthiness directive per CASR Part 39.001A. The requirements of this airworthiness directive have been superseded by FAA AD 2010-26-52 issued on 10 December 2010.

COMMONWEALTH OF AUSTRALIA

CIVIL AVIATION SAFETY AUTHORITY

AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, this AD is revoked by CASA ADCX 015/13.

Bell Helicopter Textron 212 Series Aeroplanes

AD/BELL 212/69 Tail Rotor Blades - 2 16/2013

Requirement: CANCELLED.

This AD is cancelled on 14 August 2013.

Background: A State of Design airworthiness directive issued on or after 1 October 2009 is defined as an airworthiness directive per CASR Part 39.001A. The requirements of this airworthiness directive have been superseded by FAA AD 2013-15-02, Amendment 39-17518 issued on 11 July 2013.

[Federal Register: May 24, 2010 (Volume 75, Number 99)]
[Rules and Regulations]
[Page 28751-28752]
From the Federal Register Online via GPO Access [wais.access.gpo.gov]
[DOCID:fr24my10-1]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2010-0487; Directorate Identifier 2010-SW-032-AD; Amendment 39-16295; AD 2010-10-16]

RIN 2120-AA64

Airworthiness Directives; Bell Helicopter Textron (Bell) Model 205A, 205A-1, 205B, 212, 412, 412EP, and 412CF and Agusta S.p.A. (Agusta) Model AB412, AB412EP Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) for the Aeronautical Accessories, Inc. (AAI) Low Skid Landing Gear Forward Crosstube (Crosstube) on certain Bell and Agusta model helicopters. This action requires replacing certain AAI serial-numbered crosstubes installed on these model helicopters. This amendment is prompted by the discovery of a defect in the raw material used in manufacturing certain crosstubes. The actions specified in this AD are intended to prevent failure of a crosstube and subsequent collapse of the landing gear.

DATES: Effective June 8, 2010.

Comments for inclusion in the Rules Docket must be received on or before July 23, 2010.

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 Aeronautical Accessories, Inc., P.O. Box 3689, Bristol, Tennessee 37625-3689, telephone (423) 538-5151 or 1-800-251-7094, fax (423) 538-8469.

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, Martin R. Crane, ASW-170, Aviation Safety Engineer, Rotorcraft Directorate, Rotorcraft Certification Office, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5170, fax (817) 222-5783.

SUPPLEMENTARY INFORMATION: This amendment adopts a new AD for the Bell Model 205A, 205A-1, 205B, 212, 412, 412EP, and 412CF and Agusta Model AB412, AB412EP helicopters. This action requires replacing certain AAI serial-numbered crosstubes installed on these model helicopters. This amendment is prompted by AAI's discovery of a defect in a batch of raw material used in the manufacture of these crosstubes. Preliminary tests indicate that surface cracking on the inner wall of the tubing was introduced during the manufacturing process. There have been no failures reported in the field. The defect was discovered during the forming operation at AAI. This condition, if not corrected, could result in failure of a crosstube and subsequent collapse of the landing gear.

We have reviewed AAI Alert Service Bulletin No. AA-10012, dated March 5, 2010 (ASB), which describes a possible defect in the material used to manufacture the crosstube, part number (P/N) 212-320-103, which is also included as part of AAI Low Skid Gear Assembly Kits, P/N 412-320-500 and 412-320-502. The ASB specifies locating the serial number (S/N) of each crosstube, and replacing, within 25 hours time-in-service (TIS), each crosstube within the S/N range of AA-574 through AA-628, by following the replacement procedures contained in the Instructions for Continued Airworthiness AA-01136.

This unsafe condition is likely to exist or develop on other helicopters of these same type designs with an affected crosstube. Therefore, this AD is being issued to prevent failure of a crosstube and subsequent collapse of the landing gear. This AD requires, within 25 hours TIS, replacing any affected crosstube with an airworthy crosstube.

The short compliance time involved is required because the previously described critical unsafe condition can adversely affect the structural integrity of the helicopter. Therefore, replacing any affected crosstube with an airworthy crosstube is required within 25 hours TIS, 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 19 helicopters, and replacing each affected crosstube will take about 5 work hours at an average labor rate of $85 per work hour. Required parts will cost about $4,925 per helicopter. Based on these figures, we estimate the total cost impact of the AD on U.S. operators to be $101,650.

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-2010-0487; Directorate Identifier 2010-SW-032-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 11032, 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, 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:

2010-10-16 Bell Helicopter Textron and Agusta S.P.A.: Amendment 39-16295. Docket No. FAA-2010-0487; Directorate Identifier 2010-SW-032-AD.

Applicability: Bell Helicopter Textron Model 205A, 205A-1, 205B, 212, 412, 412EP, and 412CF and Agusta S.p.A. Model AB412, AB412EP helicopters, certificated in any category, with Aeronautical Accessories, Inc. (AAI) Low Skid Landing Gear Forward Crosstube (Crosstube), part number (P/N) 212-320-103, with a serial number (S/N) prefix of ‘‘AA" and an S/N of 574 through 628, installed.

Note 1: Crosstube, P/N 212-320-103, is also included as part of AAI Low Skid Gear Assembly Kits, P/N 412-320-500 and 412-320-502.

Compliance: Required as indicated, unless done previously.
To prevent failure of a crosstube and subsequent collapse of the landing gear, do the following:

(a) Within 25 hours time-in-service, replace any affected crosstube with an airworthy crosstube.

Note 2: AAI Alert Service Bulletin No. AA-10012, dated March 5, 2010, references the AAI Instructions for Continued Airworthiness AA-01136, which contains guidance on replacing the crosstubes.

(b) 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: ATTN: DOT/FAA Southwest Region, Martin R. Crane, ASW-170, Aviation Safety Engineer, Rotorcraft Directorate, Rotorcraft Certification Office, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5170, fax (817) 222-5783, for information about previously approved alternative methods of compliance.

(c) The Joint Aircraft System/Component (JASC) Code is 3250: Landing Gear System.

(d) This amendment becomes effective on June 8, 2010.

Issued in Fort Worth, Texas, on May 3, 2010.
Mark R. Schilling,
Acting Manager, Rotorcraft Directorate.
[FR Doc. 2010-11424 Filed 5-21-10; 8:45 am]
BILLING CODE 4910-13-P

EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	AD No.: 2010-0272-E **Date: 22 December 2010** Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].

Type Approval Holder's Name :	**Type/Model designation(s) :**
Agusta S.p.A.	AB204, AB205, AB206, AB212 and AB412 helicopters

TCDS Number :	Italy (ENAC) A370 (AB204/AB205A1), A372 (AB206) and A375 (AB212/AB412)
Foreign AD :	Not applicable
Supersedure :	None

ATA 64	**Tail Rotor – Tail Rotor Blades – Identification / Replacement**
Manufacturer:	Agusta S.p.A.
Applicability:	AB204B, AB205A-1, AB206A, AB206B, AB212, AB412 and AB412EP helicopters, all serial numbers.
Reason:	Rotor Blades Inc. (RBI) informed Bell Helicopter Textron Inc. (BHTI) about four cases of tail rotor blade tip weight loss in flight. Investigation showed that these occurrences were caused by improper repair actions by RBI. To address this safety concern on Bell-manufactured helicopters, BHTI issued a number of Alert Service Bulletins (ASB), applicable to the US-manufactured and Canada-manufactured Bell type designs. To require the actions described in these ASB, Transport Canada recently issued Emergency AD CF-2007-21R1 and the FAA issued Emergency AD 2010-26-52. Although the unsafe condition has been detected only on parts manufactured by Bell and installed on Bell Helicopters, the possibility exists that, due to Part Number (P/N) commonality between the rotor blade type designs, the affected parts may be installed on corresponding Agusta helicopter types. Consequently, Agusta have issued Bollettino Tecnico (BT) 204-124, BT 205A1-131, BT 206-248, BT 212-202 and BT 412-130, to inform affected owners and operators. For the reasons describe above, this AD requires the identification of any installed RBI-repaired tail rotor blades, listed by P/N and serial number in the affected Agusta BT, and replacement with serviceable parts. This AD also prohibits the installation of any affected tail rotor blades that are currently held as spares.
Effective Date:	24 December 2010

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Before next flight after the effective date of this AD, accomplish the following actions concurrently: (1.1) Identify the P/N and serial number (s/n) of the tail rotor blades installed on the helicopter, in accordance with the instructions of Agusta BT 204-124, BT 205A1-131, BT 206-248, BT 212-202 or BT 412-130, as applicable to helicopters type. (1.2) If the P/N and s/n of a tail rotor blade, identified as required by paragraph (1) of this AD, matches one of those listed in the applicable Agusta BT, replace the affected blade with a serviceable part, having another s/n than those listed in the applicable Agusta BT. (2) From the effective date of this AD, do not install on any helicopter a tail rotor blade with a P/N and s/n listed in Agusta BT 204-124, BT 205A1-131, BT 206-248, BT 212-202 or BT 412-130, as applicable to helicopters type.
Ref. Publications:	Agusta Bollettino Tecnico BT 204-124 (AB204B helicopters), BT 205A1-131 (AB205A1 helicopters), BT 206-248 (AB206A and AB206B helicopters), BT 212-202 (AB212 helicopters) and BT 412-130 (AB412 and AB412EP helicopters), all dated 20 December 2010. The use of later approved revisions of these documents is acceptable for compliance with the requirements of AD.
Remarks :	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Agusta S.p.A. Customer Support - Via del Gregge, 100 - 21015 Lonate Pozzolo (VA) – Italy Telephone + 39 0331 664873; Fax: + 39 0331 664680; E-mail: absereng@agustawestland.com. Website link for BT download.

[Federal Register Volume 76, Number 66 (Wednesday, April 6, 2011)]
[Rules and Regulations]
[Pages 18865-18869]
From the Federal Register Online via the Government Printing Office [www.gpo.gov]
[FR Doc No: 2011-8133]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2011-0323; Directorate Identifier 2011-SW-005-AD; Amendment 39-16651; AD 2011-08-01]

RIN 2120-AA64

Airworthiness Directives; Bell Helicopter Textron, Inc. Model 212 Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: We are superseding an existing emergency airworthiness directive (EAD) for the Bell Helicopter Textron, Inc. (Bell) Model 212 helicopters with a certain main rotor hub inboard strap fitting (fitting) installed. That EAD requires, before further flight, removing certain serial-numbered fittings and replacing them with airworthy fittings. It also requires performing a magnetic particle inspection (MPI) on fittings with certain serial numbers (S/Ns) to inspect for a crack. If a crack is found, the cracked fitting must be replaced with an airworthy fitting, and certain data must be reported to the FAA. This airworthiness directive (AD) retains the requirements of that EAD and expands the applicability to require performing an MPI for a crack on additional serial-numbered fittings. This AD is prompted by the determination that certain fittings were not manufactured in accordance with the approved manufacturing processes and controls. In total, eight fittings have been found that have cracks. We are issuing this AD to prevent failure of a fitting, loss of a main rotor blade, and subsequent loss of control of the helicopter.

DATES: This AD is effective April 21, 2011.

We must receive any comments on this AD by June 6, 2011.

ADDRESSES: You may send comments by any of the following methods:

- 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.

For service information identified in this AD, contact 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 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 street address for the Docket Office (phone: 800-647-5527) is in the ADDRESSES section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT: Michael Kohner, Aerospace Engineer, Rotorcraft Directorate, Rotorcraft Certification Office, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137, phone: (817) 222-5170; fax: (817) 222-5783; e-mail: mike.kohner@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

This AD supersedes EAD 2010-25-51, issued November 24, 2010 (EAD 2010-25-51), which superseded EAD 2010-24-52, issued November 19, 2010 (EAD 2010-24-52). EAD 2010-24-52 superseded EAD 2010-24-51, issued November 12, 2010 (EAD 2010-24-51). EAD 2010-24-51, EAD 2010-24-52, and EAD 2010-25-51 were all issued for the Bell Model 212 helicopters with a certain fitting installed.

EAD 2010-24-51, the initial EAD, was issued for all Bell Model 212 helicopters with a fitting, part number (P/N) 212-010-103-007, S/Ns 9956 through 10005 with a prefix of "A". That EAD required, before further flight, removing any affected fitting and replacing it with an airworthy fitting. That EAD also prohibited installing any affected fitting on any helicopter. That EAD was prompted by an accident that resulted in several fatalities. During the investigation of the accident, a crack was found on a fitting. Subsequently, four additional fittings from the same manufacturing lot were inspected, and two were found to exhibit the same type of cracking. We issued EAD 2010-24-51 to remove this lot from service to prevent failure of a fitting, loss of a main rotor blade, and subsequent loss of control of the helicopter.

After we issued EAD 2010-24-51, additional fittings from a different manufacturing lot were found to have the same type of crack as that found on the fitting involved in the accident. Therefore, we issued superseding EAD 2010-24-52 to require the same actions as EAD 2010-24-51, and to expand the applicability to include additional fittings. In addition to S/Ns 9956 through 10005 with a prefix of "A", EAD 2010-24-52 added S/Ns 52, 54, 55, 57 through 65, 67, 69, 70, 71, 73, 103, 112, 113, 137, and 139 with a prefix of "SH" to the applicability. EADs 2010-24-51 and 2010-24-52 were issued as interim actions to address a known unsafe condition, and Bell continued to investigate the cause of the cracking.

Because the root cause of the cracking had not been determined, and due to the severity of a fitting failure, we issued superseding EAD 2010-25-51 to require the same action as EAD 2010-24-52 and to also require performing an MPI on fittings with S/Ns 9911 through 9955, 10006 through 10049, 10075 through 10174, 10455 through 10460, 10581 through 10655, 10742 through 10791, and 10862 through 10946 with a prefix of "A" to detect a crack on those fittings. If you find a crack, you are required to replace the cracked fitting with an airworthy fitting, and within 24 hours, report the information specified in Appendix 1 of the EAD to the Manager, Rotorcraft Certification Office. If you do not find a crack, you are required to reidentify and refinish the fitting in accordance with the specified portion of Alert Service Bulletin (ASB) 212-10-142, dated November 24, 2010 (ASB 212-10-142).

Actions Since AD Was Issued

Since we issued EAD 2010-25-51, additional fittings with cracks were found using the MPI process. In response to these findings, Bell issued ASB 212-10-142, Revision A, dated March 21, 2011, that specifies performing an MPI for a crack on all serial-numbered fittings with the same part number in stock or in service. We have determined that certain fittings were not manufactured in accordance with the approved manufacturing processes and controls. Due to the severity of a fitting failure, this superseding AD is being issued to continue to require replacing certain serial-numbered fittings, and to expand the applicability to require performing an MPI for a crack on the remaining serial numbers of the fittings with the same part number. Serial-numbered fittings affected by this superseding AD are listed in Table 1 of the Applicability section of this AD. This superseding AD is being issued to prevent failure of a fitting, loss of a main rotor blade, and subsequent loss of control of the helicopter.

Relevant Service Information

We reviewed Bell Alert Service bulletin (ASB) No. 212-10-141, dated November 11, 2010 (ASB-212-10-141), which specified the immediate removal of the affected fittings, S/Ns A-9956 through A-10005, from service. We also reviewed ASB No. 212-10-141, Revision A, dated November 18, 2010 (ASB 212-10-141 Rev. A), which incorporates additional S/Ns of the affected fittings and specifies removing the affected serial-numbered fittings from service. In ASB 212-10-141, Bell states that they have determined that the fittings may not have been manufactured in accordance with the engineering design requirements and may fracture as a result of the nonconformance.

We have also reviewed Bell ASB 212-10-142, initial release, dated November 24, 2010 (ASB 212-10-142) which specifies performing an MPI on fittings with certain S/Ns to detect a crack on those fittings.

Finally, we have reviewed Bell ASB 212-10-142, Revision A, dated March 21, 2011 (ASB 212-10-142 Rev. A), which includes all serial-numbered fittings except those already inspected and marked with "FM". ASB 212-10-142 Rev. A specifies 1) within 25 hours time-in-service (TIS) or 15 days, whichever comes first, for all fittings with less than 400 hours TIS; or 2) within 100 hours TIS or 30 days, whichever comes first, for all fittings with 400 or more hours but less than 800 hours TIS; or 3) at the next main rotor teardown inspection or next tension-torsion strap replacement, whichever comes first, for all fittings with more than 800 hours TIS, performing a one-time MPI of the fitting, P/N 212-010-103-007, with all S/Ns in stock or in service. Finally, ASB 212-10-142 Rev. A states that all fittings, S/Ns A-11021 and subsequent, SH-053, SH-066, SH-072, SH-074 through SH-102, SH-104 through SH-111, SH-114 through SH-136, SH-138, and SH-140 and subsequent are not affected by ASB 212-10-142 Rev. A. Bell states that a one-time MPI of the affected fittings is required to ensure continued airworthiness of the fittings.

FAA's Determination

We are issuing this AD because we evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop in other helicopters of this same type design.

AD Requirements

This AD supersedes EAD 2010-25-51 and requires the following:

- Before further flight, for any helicopter with a fitting, S/N 9956 through 10005, with a prefix of "A", and S/N 52, 54, 55, 57 through 65, 67, 69, 70, 71, 73, 103, 112, 113, 137, and 139

- Before further flight, for any helicopter with a fitting, S/N 9911 through 9955, 10006 through 10049, 10075 through 10174, 10455 through 10460, 10581 through 10655, 10742 through 10791, and 10862 through 10946, with a prefix of "A", perform an MPI of each fitting for a crack. If the fitting is cracked, replace it with an airworthy fitting. If the fitting is not cracked, reidentify and refinish the fitting.
- For any fitting with a serial number identified in paragraph (h) in the Compliance section of this AD, perform an MPI of each fitting for a crack:
    - For any fitting with 400 or less hours TIS, perform an MPI within 25 hours TIS or 15 days, whichever comes first.
    - For any fitting with more than 400 hours but less than 800 hours TIS, perform an MPI within 100 hours TIS or 30 days, whichever comes first.
    - For fittings with 800 hours or more TIS, perfrom an MPI at the next main rotor hub teardown inspection or tension-torsion strap replacement, whichever comes first.
    - If a fitting is cracked, replace it with an airworthy fitting. If a fitting is not cracked, reidentify and refinish the fitting.
- If a crack is found on any fitting, within 24 hours, report the information requested in Appendix 1 of this AD to the Manager, Rotorcraft Certification Office, FAA, 2601 Meacham Blvd, Fort Worth, Texas 76137, or e-mail 7-AVS-ASW-170@faa.gov.

Differences Between the AD and the Service Information

This AD differs from ASB 212-10-142 Rev. A as follows:

- We do not require returning parts to Bell.
- We require performing an MPI before further flight on certain S/N fittings included in the initial release of ASB 212-10-142.
- We require sending information to the Rotorcraft Certification Office and not to Bell.
- Bell uses the term "total time-in-service" to describe compliance times, and we use the term "time-in-service."
- We specify S/Ns in our AD, and Bell does not specify S/Ns in ASB 212-10-142 Rev. A.

FAA's Justification and Determination of the Effective Date

An unsafe condition exists that requires the immediate adoption of this AD. The FAA finds that the risk to the flying public justifies waiving notice and comment prior to adoption of this rule because we evaluated all the available information and determined the unsafe condition described is likely to exist or develop in other helicopters of this same type design. Therefore, we find that notice and opportunity for prior public comment are impracticable because of the short compliance times, and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety, and we did not provide you with notice and an opportunity to provide your comments before it becomes effective. However, we invite you to send any written data, views, or arguments about this AD. Send your comments to an address listed under the ADDRESSES section. Include the Docket Number FAA-2011-0323 and "Directorate Identifier 2011-SW-005-AD" at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this AD. We will consider all comments received by the closing date and may amend this AD because 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 we receive about this AD.

Costs of Compliance

We estimate that this AD affects 84 helicopters of U.S. registry. We estimate the following costs to comply with this AD:

Estimated Costs

Action	Labor cost	Parts cost	Cost per helicopter	Cost on U.S. operators
(a) For any fitting, S/N 9956 through 10005 and a prefix of "A"; or a S/N of 52, 54, 55, 57 through 65, 67, 69, 70, 71, 73, 103, 112, 113, 137, 139 with a prefix of "SH"; replace the fitting with an airworthy fitting (assumes action affects 72 fittings)	40 work-hours X $85 per hour = $3,400	$2,367	$5,767	$415,224
(c) For any fitting affected by this AD with a S/N not identified in paragraph (a) of this table, perform an MPI on each fitting for a crack unless documentation exists of any previous MPI performed during regularly scheduled maintenance (assumes action affects 12 fittings)	40 work-hours X $85 per hour = $3,400	$ 0	$3,400	$ 40,800

We estimate a total cost of $456,024 to do the actions required by this AD.

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.

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,

(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.

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 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. The FAA amends § 39.13 by adding the following new AD:

2011-08-01 Bell Helicopter Textron, Inc. (Bell): Amendment 39-16651; Docket No. FAA-2011-0323; Directorate Identifier 2011-SW-005-AD.

Effective Date

(a) This AD is effective on April 21, 2011.

Other Affected ADs

(b) This AD supersedes Emergency AD 2010-25-51, issued on November 24, 2010, Directorate Identifier 2010-SW-096-AD.

Applicability

(c) This AD applies to Model 212 helicopters certificated in any category, with a main rotor hub inboard strap fitting (fitting), part number (P/N) 212-010-103-007, installed, with the serial numbers (S/Ns) listed in the following Table 1:

Table 1

Serial Numbers with a Prefix of:
"A" or "A-FS": 7 through 10946
"A1": 430 through 7606
"DI": 22296 through 22681
"EA": 333 through 381
"LK": 4619 through 4631
"MB": 11908 through 11916
"SH": 52, 54, 55, 57 through 65, 67, 69, 70, 71, 73, 103, 112, 113, 137, and 139
"WR": 275 through 319

Unsafe Condition

(d) This AD is prompted by a recent accident that resulted in several fatalities. During the investigation of the accident, a crack was found on a fitting. We have determined that certain fittings were not manufactured in accordance with approved manufacturing processes and controls. Due to the severity of a fitting failure, we are requiring replacing certain serial-numbered fittings, and we are expanding the applicability to require performing a magnetic particle inspection (MPI) for a crack on the remaining serial numbers of the fittings with the same part number. The actions specified by this AD are intended to prevent failure of a fitting, loss of a main rotor blade, and subsequent loss of control of the helicopter.

Compliance

(e) Required as indicated, unless accomplished previously.

(f) Before further flight, for any helicopter with a fitting, serial number (S/N) 9956 through 10005 with a prefix of "A", and S/N 52, 54, 55, 57 through 65, 67, 69, 70, 71, 73, 103, 112, 113, 137, and 139 with a prefix of "SH" installed, replace the fitting with an airworthy fitting. Any fitting with a S/N identified in this paragraph is no longer eligible for installation on any helicopter.

(g) Before further flight, for any helicopter with a fitting, S/N 9911 through 9955, 10006 through 10049, 10075 through 10174, 10455 through 10460, 10581 through 10655, 10742 through 10791, and 10862 through 10946 with a prefix of "A", perform an MPI of each fitting for a crack. If a fitting is cracked, replace it with an airworthy fitting. If a fitting is not cracked, reidentify and refinish the fitting using a vibrating stylus (not to exceed 0.005 inch depth nor to extend within 0.10 inch of part edge) by adding "FM" at the end of the P/N. Touch up the reworked area with brush cadmium plating or zinc chromate primer. Reidentify the historical service records with "FM" at the end of the P/N.

Note 1: The Bell Model 212 Component, Repair, and Overhaul Manual, which is not incorporated by reference, contains additional information about MPI procedures.

(h) For any fitting with a S/N identified in Table 1 of the Applicability section of this AD, and not identified in paragraph (f) or (g) of this AD, perform an MPI of each fitting for a crack as follows:

(1) For a fitting with 400 or less hours time-in-service (TIS), perform an MPI within 25 hours TIS or 15 days, whichever comes first.

(2) For a fitting with more than 400 but less than 800 hours TIS, perform an MPI within 100 hours TIS or 30 days, whichever comes first.

(3) For a fitting with 800 or more hours TIS, perform an MPI at the next main rotor hub teardown inspection or tension-torsion strap replacement, whichever comes first.

(4) If a fitting is cracked, replace it with an airworthy fitting.

(5) If a fitting is not cracked, reidentify and refinish the fitting in accordance with the instructions in paragraph (g) of this AD.

(i) Within 24 hours after finding any cracked fitting, report the information requested in Appendix 1 of this AD to the Manager, Rotorcraft Certification Office, to the address, fax number, or email specified in the Appendix.

Paperwork Reduction Act Burden Statement

(j) A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid Office of Management and Budget (OMB) Control Number. Under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the OMB has approved the information collection requirements contained in this AD and has assigned OMB Control Number 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

Subject

(k) The Joint Aircraft System Component/Air Transport Association of America Code is 6220: Main rotor hub.

Alternative Methods of Compliance (AMOCs)

(l) The Manager, Rotorcraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the "Additional Information" section of this AD.

Note 2: Before using any approved AMOC, we request that you notify your appropriate principal inspector, or if you have no principal inspector, your local Flight Standards District Office.

Additional Information

(m)(1) For service information identified in this AD, contact 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/.

(2) You may review copies of the service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas.

(3) Bell Helicopter Alert Service Bulletin No. 212-10-141, Revision A, dated November 18, 2010, and Alert Service Bulletin No. 212-10-142, Revision A, dated March 21, 2011, contain additional guidance pertaining to the subject of this AD but are not incorporated by reference. A picture of a crack indication on an actual fitting is shown in Figure 1 of Bell Alert Service Bulletin 212-10-142, Rev. A.

Appendix 1 to AD 2011-08-01

AD Compliance Inspection Report (Sample Format)

Provide the following information and mail, fax, or e-mail report to: Manager, Rotorcraft Certification Office, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137, fax (817) 222-5783, e-mail 7-AVS-ASW-170@faa.gov.

Aircraft Registration No.	
Helicopter Serial No.	
Helicopter Owner/Operator	
Contact Phone No.	
Fitting Part Number	
Fitting Serial Number	
Hours Time-in-Service on Fitting at Time of Inspection	
Description of Findings	
Who Performed the Inspection?	
Date and Location the Inspection was Performed	
Describe the crack size, location, orientation (provide a sketch or pictures with the fitting part and serial numbers).	
Provide any other comments.	

Issued in Fort Worth, Texas, on March 29, 2011.
Kim Smith,
Manager, Rotorcraft Directorate,
Aircraft Certification Service.

EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	AD No.: 2011-0068-E **Date: 18 April 2011** Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].

Type Approval Holder Name :	**Type/Model designation(s) :**
Agusta S.p.A	AB212 helicopters

TCDS Number :	Italy (ENAC) SO/A 375
Foreign AD :	None
Supersedure :	This AD supersedes EASA AD 2010-0246R1 dated 10 December 2010

ATA 62	**Rotors – Main Rotor Hub Inboard Strap Fitting – Identification / Inspection / Replacement**
Manufacturer(s):	Agusta S.p.A
Applicability:	Agusta AB212 helicopters, all serial numbers, if equipped with a main rotor hub inboard strap fitting Part Number (P/N) 212-010-103-007.
Reason:	In 2010, an accident occurred with a Bell Helicopter Textron, Inc. (Bell) Model 212 helicopter that resulted in several fatalities. During the investigation of the accident, a crack was found on the main rotor hub inboard strap fitting. Subsequently, four additional fittings from the same manufacturing batch, which is suspected not to be in conformity with the approved design data, were inspected and two were found to exhibit the same type of cracking as found on the fitting installed on the helicopter involved in the accident. This condition, if not corrected, could result in failure of the fitting, loss of a main rotor blade, and subsequent loss of control of the helicopter. The FAA issued Emergency AD 2010-24-51, addressing this unsafe condition on Bell 212 helicopters, and requiring the replacement of the affected main rotor hub inboard strap fittings with P/N 212-010-103-007. Although the unsafe condition has been detected only on parts manufactured by Bell for installation on Model 212 helicopters, the possibility exists that the unsafe parts may be installed on Agusta AB212 helicopters, due to the P/N commonality of main rotor hub inboard strap fittings on these two type designs. Consequently, Agusta issued Alert Bollettino Tecnico (BT) 212-201. Prompted by the initial FAA AD and the Agusta BT, EASA issued AD 2010-0240-E to require the same actions for Agusta AB212 helicopters. After discovering that three additional fittings from a different manufacturing

	batch had the same type of cracking as was found on the fitting installed on the accident helicopter, the FAA issued Emergency AD 2010-24-52 for the Bell 212 helicopters, superseding AD 2010-24-51, expanding the Applicability to include the additional strap fittings. Prompted by the new FAA AD, Agusta issued Alert BT 212-201 Revision A and EASA issued AD 2010-0243-E, retaining the requirements of EASA AD 2010-0240-E, which was superseded, and requiring the same actions for Agusta AB212 helicopters. After the FAA determined that additional serial-numbered main rotor hub inboard strap fittings might fracture as a result of the same production non-conformity, AD 2010-24-52 was superseded by AD 2010-25-51 to apply to these additional fittings and to require, for the additional serial-numbered fittings, a magnetic particle inspection (MPI). Consequently, Agusta issued Alert BT 212-201 Revision C to introduce an MPI for the additional fittings and EASA issued AD 2010-0246-E (later revised) to require those inspections for the additional fittings, retaining the requirements of EASA AD 2010-0243-E, which was superseded. More recently, it has been determined that additional fittings were not manufactured in accordance with the approved manufacturing processes and controls. Prompted by these findings, Bell issued Revision A of Alert Service Bulletin 212-10-142 to extend the applicability, including other inboard strap fittings serial numbers. In total, eight fittings have been found that have cracks. In response, FAA issued AD 2011-08-01, which has been adopted by EASA, applicable to Bell 212 helicopters, retaining the requirements of AD 2010-25-51, which is superseded, expanding the applicability to require performing an MPI for a crack on the additional serial-numbered fittings. Consequently, Agusta has issued Alert BT 212-201 Revision D to extend the applicability, including other inboard strap fittings serial numbers. For the reasons described above, this AD retains all the requirements of EASA AD 2010-0246R1, which is superseded, and requires the identification and inspection (MPI) of certain other serial-numbered P/N 212-010-103-007 main rotor hub inboard strap fittings and replacement, if they fail to pass the MPI.
Effective Date:	18 April 2011
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Before next flight after 26 November 2010 [the effective date of EASA AD 2010-0246-E], accomplish the following actions concurrently: (1.1) Identify the serial number (s/n) of the P/N 212-010-103-007 main rotor hub (MRH) inboard strap fittings installed on the helicopter. (1.2) If the s/n matches one of those listed in Table 1 of this AD, replace the MRH inboard strap fitting with a serviceable part, in accordance with the instructions of Agusta Alert BT 212-201 Revision D. (1.3) If the s/n matches one of those listed in Table 2 of this AD, remove the MRH inboard strap fitting from the helicopter and accomplish an MPI, in accordance with the instructions of Agusta Alert BT 212-201 Revision D. (1.4) If cracks are detected during the MPI as required by paragraph (1.3) of this AD, the affected fitting is no longer eligible for installation on a helicopter. (1.5) If no cracks are detected during the MPI as required by paragraph (1.3) of this AD, before installing the fitting on a helicopter, re-identify the fitting in accordance with the instructions of Agusta Alert BT 212-201 Revision D.

Table 1 - affected fittings s/n's

A-9956 through A-10005 inclusive
SH-52, SH-54 and SH-55
SH-57 through SH-65 inclusive
SH-67, SH-69, SH-70, SH-71 and SH-73
SH-103, SH-112, SH-113, SH-137 and SH-139

Table 2 - affected fittings s/n's

A-009911 through A-009955 inclusive
A-010006 through A-010049 inclusive
A-010075 through A-010174 inclusive
A-010455 through A-010460 inclusive
A-010581 through A-010655 inclusive
A-010742 through A-010791 inclusive
A-010862 through A-010946 inclusive

(2) Inspections and applicable corrective actions, accomplished prior to the effective date of this AD, in accordance with the instructions of Agusta Alert BT 212-201 Revision C, are acceptable to comply with the requirements of paragraph (1) of this AD. After the effective date of this AD, the instructions of Agusta Alert BT 212-201 Revision D must be used.

(3) Before next flight after the effective date of this AD, identify the s/n of the P/N 212-010-103-007 MRH inboard strap fittings installed on the helicopter.

(3.1) If the s/n matches one of those listed in Table 4 of this AD, within the time indicated in Table 3 of this AD, as applicable, remove the affected fitting from the helicopter and accomplish an MPI, in accordance with the instructions of Agusta Alert BT 212-201 Revision D.

Table 3 – Magnetic Particle Inspection

Flight hours (FH) accumulated by the fitting on the effective date of this AD:	**Compliance time after the effective date of this AD:**
400 FH or less	Within 25 FH or 15 days, whichever occurs first
More than 400 FH but less than 800 FH	Within 100 FH or 30 days, whichever occurs first
800 FH or more	At the next scheduled MRH teardown inspection, or scheduled tension-torsion strap replacement, whichever occurs first

(3.2) If cracks are detected during the MPI as required by paragraph (3.1) of this AD, the affected fitting is no longer eligible for installation on a helicopter.

(3.3) If no cracks are detected during the MPI as required by paragraph (3.1) of this AD, before installing the fitting on a helicopter, re-identify the fitting in accordance with the instructions of Agusta Alert BT 212-201 Revision D.

Table 4 – affected fittings s/n's

Pre-fix	Serial numbers
A	7 through 9910 inclusive 10050 through 10074 inclusive 10175 through 10454 inclusive 10461 through 10580 inclusive 10656 through 10741 inclusive 10792 through 10861 inclusive
A-FS	7 through 10946 inclusive
A1	430 through 7606 inclusive
D1	22296 through 22681 inclusive
EA	333 through 381 inclusive
LK	4619 through 4631 inclusive
MB	11908 through 11916 inclusive
WR	275 through 319 inclusive

(4) From 26 November 2010 [the effective date of EASA AD 2010-0246-E], do not install on any helicopter a P/N 212-010-103-007 MRH inboard strap fitting having a s/n that is listed in Table 1 of this AD.

(5) From 10 December 2010 [the effective date of EASA AD 2010-0246R1], do not install on any helicopter a P/N 212-010-103-007 MRH inboard strap fitting having a s/n that is listed in Table 2 of this AD, unless it has passed the MPI as required by paragraph (1.3) of this AD and has been re-identified as required by paragraph (1.5) of this AD.

(6) From the effective date of this AD, do not install on any helicopter a P/N 212-010-103-007 MRH inboard strap fitting having a s/n that is listed in Table 4 of this AD, unless the affected fitting has passed the MPI as required by paragraph (3.1) of this AD and has been re-identified as required by paragraph (3.3) of this AD.

Ref. Publications:

Agusta Alert BT 212-201 Revision A dated 22 November 2010, Revision B dated 22 November 2010, Revision C dated 10 December 2010 and Revision D dated 15 April 2011.

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification.
3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu.
4. For any question concerning the technical content of the requirements in this AD, please contact:
   Agusta S.p.A. Customer Support -
   Via del Gregge, 100 - 21015 Lonate Pozzolo (VA) – Italy
   Telephone + 39 0331 664873; Fax: + 39 0331 664680;
   E-mail: absereng@agustawestland.com.

[Federal Register Volume 76, Number 117 (Friday, June 17, 2011)]
[Rules and Regulations]
[Pages 35334-35336]
From the Federal Register Online via the Government Printing Office [www.gpo.gov]
[FR Doc No: 2011-14247]

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.

[Federal Register Volume 76, Number 210 (Monday, October 31, 2011)]
[Rules and Regulations]
[Pages 67051-67054]
From the Federal Register Online via the Government Printing Office [www.gpo.gov]
[FR Doc No: 2011-27769]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2011-1041; Directorate Identifier 2010-SW-109-AD; Amendment 39-16821; AD 2010-26-52]

RIN 2120-AA64

Airworthiness Directives; Bell Helicopter Textron, Inc. Model 204B, 205A, 205A-1, 205B, 210, 212, 412, 412CF, 412EP Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: We are publishing in the Federal Register an amendment which was sent previously to all known U.S. owners and operators that supersedes an existing airworthiness directive (AD) for the specified Bell Helicopter Textron, Inc. (BHT) Model helicopters with certain tail rotor blades (blades). The superseded AD requires, before further flight, replacing certain blades with airworthy blades. This AD retains the requirements of the superseded AD but adds new blade part numbers (P/Ns) and serial numbers (S/Ns) to the applicability. This AD was prompted by another incident in which the blade tip weight separated from a blade during flight, causing vibration. This incident led to the determination that additional blades could be affected, and should be added to the applicability. We are issuing this AD to prevent loss of the blade tip weight, loss of a blade, and subsequent loss of control of the helicopter.

DATES: This AD is effective November 15, 2011 to all persons except those persons to whom it was made immediately effective by Emergency AD 2010-26-52, issued on December 10, 2010, which contained the requirements of this amendment.

We must receive comments on this AD by December 30, 2011.

ADDRESSES: You may send comments by any of the following methods:

- 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: Deliver to Mail address above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this AD, contact 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 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, the regulatory evaluation, any comments received, and other information. The street address for the Docket Operations Office (telephone: 1 (800) 647-5527) is in the ADDRESSES section. Comments will be available in the AD docket shortly after receipt.

You may review copies of the referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas during normal business hours.

FOR FURTHER INFORMATION CONTACT: Martin R. Crane, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Certification Office, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5170; fax (817) 222-5783; email: 7-AVS-ASW-170@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

We are publishing in the Federal Register an amendment adopting Emergency AD 2010-26-52, issued December 10, 2010 (EAD 2010-26-52), which was sent to all known owners and operators of BHT Model 204B, 205A, 205A-1, 205B, 210, 212, 412, 412CF, and 412EP helicopters with certain blades installed. EAD 2010-26-52 supersedes AD 2007-19-53, Amendment 39-15265 (72 FR 65224, November 20, 2007) issued October 31, 2007 (AD 2007-19-53). AD 2007-19-53 required, before further flight, replacing certain blades with airworthy blades. That action was prompted by three reports of blade tip weights being slung from the blades during flights, causing significant vibration. We issued AD 2007-19-53 on a limited number of blades to address this unsafe condition, which could result in the loss of the blade tip weight, loss of a blade, and subsequent loss of control of the helicopter.

Actions Since AD was Issued

Since we issued AD 2007-19-53, another incident occurred in which the blade tip weight separated from a blade during flight, causing vibration. This incident led to the determination that additional blades could be affected and these blade numbers should be added to the applicability section of the AD. We issued superseding EAD 2010-26-52 which retains the same requirements of AD 2007-19-53, but adds new blade P/Ns and S/Ns to the applicability.

Relevant Service Information

We have reviewed the following revised BHT Alert Service Bulletins (ASBs), all dated November 22, 2010 except for ASB No. 204-07-61. Each ASB contains a Rotor Blades Inc. (RBI) letter that adds blade P/Ns and S/Ns to the RBI list.

- No. 204-07-61, Revision A, dated September 19, 2007, for Model 204 helicopters;
- No. 205-07-95, Revision B, for Model 205 helicopters;
- No. 205B-07-46, Revision B, for Model 205B helicopters;
- No. 212-07-125, Revision B, for Model 212 helicopters;
- No. 412CF-07-30, Revision B, for Model 412CF helicopters;

- No. 412-07-123, Revision B, for Model 412 and 412EP helicopters.

FAA's Determination

We are issuing this AD because we evaluated all relevant information and determined the unsafe condition described previously is likely to exist or develop on other helicopters of the same type designs. We have also determined that Emergency AD 2010-26-52 contained an incorrect Alert Service Bulletin (ASB) number for the Model 412CF helicopters in the preamble discussion. Therefore, we are making a change to this AD to correct the ASB number. We have also made other minor editorial changes to this AD, including reorganizing the Applicability table. We have determined that these changes do not increase the economic burden on any AD operator nor do they increase the scope of the AD.

AD Requirements

This AD requires, before further flight, unless already accomplished, replacing any affected blade with an airworthy blade. An airworthy blade is one that has a P/N and S/N not included in the Applicability section of this AD. Affected blades are those having a P/N and S/N as follows:

Part Number	Serial Number
204-011-702-015	AFS-12703, AFS-12893, AFS-23525, or AFS-23573
204-011-702-121	A-22020
212-010-750-105	*A-11923
212-010-750-105FM	A-10090, A-10836, *A-10857, A-11207, A-11332, *A-11617, *A-11828, *A-12043, or *A-12091
212-010-750-113	A-14953, A-15090, or CS-12702

212-010-750-113FM	A-12240, *A-12286, A-12296, *A-12398, A-12640, A-12670, A-12789, A-13033, *A-13088, A-13096, *A-13106, A-13134, A-13199, A-13264, A-13366, or *A-13539
212-010-750-133	A-15602

The * indicates the newly added serial-numbered blades.

FAA's Justification and Determination of the Effective Date

An unsafe condition exists that requires the immediate adoption of this AD. The short compliance time of before further flight justifies waiving notice and comment prior to adoption of this rule because the unsafe condition described previously is likely to exist or develop on other helicopters of the same type designs. Therefore, we find that notice and opportunity for prior public comment are impracticable and that good cause exists for making this amendment effective in less than 30 days.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety and was not preceded by notice and an opportunity for public comment. However, we invite you to send any written data, views, or arguments about this AD. Send your comments to an address listed under the ADDRESSES section. Include the docket number FAA-2011-1041 and Directorate Identifier 2010-SW-109-AD at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this AD. We will consider all comments received by the closing date and may amend this AD because 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 we receive about this AD.

Costs of Compliance

We estimate that this AD affects 265 helicopters of U.S. registry. We estimate the following costs to comply with this AD:

Estimated Costs

Action	Labor cost	Parts cost	Cost per helicopter	Cost on U.S. operators
Inspect for S/N affectivity	2.0 hrs X $85 hr = $170	$ 0	$170	$45,050
Remove and replace blade	6.0 hrs X $85 hr = $510	$38,000	$38,510	$1,347,850

This cost estimate is based on the assumption that all affected helicopters will be inspected, and 35 helicopters will have a blade replaced. The manufacturer has indicated that some of the costs associated with this AD may be covered under a warranty program, but this AD has not considered this warranty program when calculating total costs on U.S. operators.

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.

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.

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):

2010-26-52 Bell Helicopter Textron, Inc.: Amendment 39-16821; Docket No. FAA-2011-1041; Directorate Identifier 2010-SW-109-AD; Supersedes AD 2007-19-53, Amendment 39-15265, Docket No. FAA-2007-0180, Directorate Identifier 2007-SW-37-AD.

Effective Date

(a) This AD is effective November 15, 2011 to all persons except those persons to whom it was made immediately effective by Emergency AD 2010-26-52, issued on December 10, 2010, which contained the requirements of this amendment.

Other Affected ADs

(b) This AD supersedes AD 2007-19-53 (72 FR 65224, November 20, 2007).

Applicability

(c) Model 204B, 205A, 205A-1, 205B, 210, 212, 412, 412CF, and 412EP helicopters, certificated in any category, with a tail rotor blade (blade) having a part number and serial number, as follows:

Part Number	Serial Number
204-011-702-015	AFS-12703, AFS-12893, AFS-23525, or AFS-23573
204-011-702-121	A-22020
212-010-750-105	*A-11923
212-010-750-105FM	A-10090, A-10836, *A-10857, A-11207, A-11332, *A-11617, *A-11828, *A-12043, or *A-12091
212-010-750-113	A-14953, A-15090, or CS-12702

212-010-750-113FM	A-12240, *A-12286, A-12296, *A-12398, A-12640, A-12670, A-12789, A-13033, *A-13088, A-13096, *A-13106, A-13134, A-13199, A-13264, A-13366, or *A-13539
212-010-750-133	A-15602

Note 1: The * indicates the newly added serial-numbered blades.

.**Unsafe Condition**

(d) This AD was prompted by another incident in which the blade tip weight separated from a blade during flight, causing vibration. This incident led to the determination that additional blades could be affected and should be added to the applicability. The actions specified by this AD are intended to prevent loss of the blade tip weight, loss of a blade, and subsequent loss of control of the helicopter.

Compliance

(e) Before further flight, unless accomplished previously.

(f) Replace any affected blade with an airworthy blade. An airworthy blade is one that has a part number and a serial number that is not listed in the Applicability section of this AD.

Note 2: Bell Helicopter Textron Alert Service Bulletin No. 204-07-61, Revision A, dated September 19, 2007, contains additional information about the subject of this AD. Bell Alert Service Bulletin No. 205-07-95, No. 205B-07-46, No. 212-07-125, No. 412CF-07-30, and No. 412-07-123, all Revision B and all dated November 22, 2010, also contain additional information about the subject of this AD. These Alert Service Bulletins are not incorporated by reference.

Special Flight Permit

(g) Special flight permits will not be issued.

Alternative Methods of Compliance (AMOCs)

(h) The Manager, Rotorcraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the Manager of the Rotorcraft Certification Office, send it to the attention of the person identified in the Additional Information section of this AD.

Note 3: Before using any approved AMOC, we request that you notify your appropriate principal inspector, or lacking a principal inspector, your local Flight Standards District Office.

Additional Information

(i)(1) For more information about this AD, contact: Martin R. Crane, Aerospace Engineer, Rotorcraft Directorate, Rotorcraft Certification Office, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5170; fax (817) 222-5783; email: 7-AVS-ASW-170@faa.gov.

(2) For service information identified in this AD, contact: 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/.

(3) You may review copies of the service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas during normal business hours.

Subject

(j) The Joint Aircraft System Component Code is: 6410 Tail Rotor Blade.

Issued in Fort Worth, Texas, on September 21, 2011.
Kim Smith,
Manager, Rotorcraft Directorate,
Aircraft Certification Service.

[Federal Register Volume 76, Number 214 (Friday, November 4, 2011)]
[Rules and Regulations]
[Pages 68301-68304]
From the Federal Register Online via the Government Printing Office [www.gpo.gov]
[FR Doc No: 2011-28355]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2011-1182; Directorate Identifier 2010-SW-010-AD; Amendment 39-16853; AD 2011-23-02]

RIN 2120-AA64

Airworthiness Directives; Bell Helicopter Textron, Inc. (Bell), Model 205A-1, 205B, 210, and 212 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD) for Bell Model 205B and 212 helicopters with certain main rotor blade (blade) assemblies installed. That AD currently requires washing the upper and lower surfaces of each blade and visually inspecting the grip plates, doublers, and the remaining upper and lower surfaces of the blades in the area between blade stations 24.5 to 40 for an edge void, corrosion, or a crack. This amendment retains the requirements of that AD for the affected part-numbered blades but increases the scope and frequency of the inspections and expands the applicability to include the Model 205A-1 and 210 helicopters, additional blade part numbers, and all helicopter serial numbers for the affected helicopter models. This amendment also requires applying a light coat of preservative oil (C-125) to all surfaces of the blade in addition to the inspection areas as required in the existing AD. This amendment is prompted by an additional report of a fatigue crack on a blade installed on a Model 212 helicopter. The actions specified by this AD are intended to detect an edge void, corrosion, or a crack on a blade, and to prevent loss of a blade and subsequent loss of control of the helicopter.

DATES: Effective November 21, 2011.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 21, 2011.

We must receive comments on this AD by January 3, 2012.

ADDRESSES: Use one of the following addresses to comment 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: Michael Kohner, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Rotorcraft Certification Office, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5170, fax (817) 222-5783.

SUPPLEMENTARY INFORMATION: On December 21, 2009, we issued AD 2010-03-03, Amendment 39-16186 (75 FR 5681, February 4, 2010), to require at specified intervals washing the upper and lower surfaces of each blade and visually inspecting the grip plates, doublers, and the remaining upper and lower surfaces of the blades in the area from blade stations 24.5 to 40 for an edge void, corrosion, or a crack using a 3x power or higher magnifying glass. That AD was prompted by two reports of fatigue cracks on blades installed on Model 212 helicopters. The cause of the cracks has been attributed to inadequate adhesive bonding during manufacture in the area between the grip plate and mating doubler surface. A crack first appears in the grip plate, which can be detected visually with the blade installed on the helicopter. That condition, if not detected, could result in loss of a blade and subsequent loss of control of the helicopter.

Since issuing AD 2010-03-03 (75 FR 5681, February 4, 2010), we have received another report of a fatigue crack on a blade installed on a Model 212 helicopter. The crack at the blade attachment bolt hole has been attributed to a large disbond, which developed in the adhesive between the lower grip plate and mating doubler. The lower grip plate was not cracked. The disbond initiated at the tip of the grip plate and propagated to the blade attachment bolt hole. Corrosion was found on the doubler suggesting an edge void was present for an extended amount of time and went undetected by the inspections being performed by the operator. Further analysis and investigation by the manufacturer have revealed that the inspections on the blade as required by the current AD need to be expanded and performed at an increased frequency and on additional part-numbered blades of similar design and manufacture, which can also be installed on the Model 210 and 212 helicopters.

We have also determined that blade part numbers listed in the current AD may also be installed on Model 205A-1 helicopters modified in accordance with Supplemental Type Certificate (STC) No. SH5132NM or SH5976NM. The affected blade can also be installed on all helicopter serial numbers for the affected helicopter models. Therefore, this amendment retains the same requirements as AD 2010-03-03 (75 FR 5681, February 4, 2010) for the affected part-numbered blades but increases the scope and frequency of the inspections and expands the applicability to include the Model 205A-1 and 210 helicopters, additional blade part numbers, and all helicopter serial numbers for the affected helicopter models. Finally, after further investigation, we discovered the requirement of the current AD to apply the oil only to the specified inspection areas was not the original intent of the AD. Therefore, this AD also requires applying a light coat of preservative oil (C-125) to all surfaces of the blade to prevent corrosion from the process of washing the blade surfaces in preparation for the inspections in addition to those areas as required in the current AD.

We have reviewed Bell Helicopter Alert Service Bulletin (ASB) No. 205B-08-51 and ASB No. 212-08-130, both Revision B and dated January 11, 2011, applicable to Model 205B and Model 212 helicopters, respectively, and ASB No. 210-08-03, Revision B, dated January 10, 2011, applicable to Model 210 helicopters, which describe procedures for initial and repetitive inspections of certain part-numbered blades on certain serial-numbered helicopters for signs of an edge void, corrosion, or a crack, including a hair-line crack in the blade paint finish in the inspection area as shown in Figure 1 of the ASBs between blade stations 24.5 and 85.

This AD differs from the ASBs as follows:

- We specifically require only wiping each of the bond lines at the edges of both grip plates and each of the layered doublers (bond lines) on the upper and lower surfaces of each affected blade with an alcohol-soaked cloth. This is required immediately before performing a visual inspection using a 3x or higher magnifying glass and a bright light to detect an edge delamination along any of the bond lines. This was done to avoid any possible confusion with having to wipe the entire surface blade area from blade station 24.5 to 85, which could make performing a reliable inspection difficult. The ASBs state to "wipe the area to be inspected with an alcohol-soaked cloth."
- The ASBs use the phrase "bond lines between doublers, grip plates, and skin" to describe the bond lines, and we use "bond lines at the edges of both grip plates and each of the layer doublers."
- The ASBs use the phrase "cracks in the bond lines between doublers or grip plates" to describe a separation of the doubler or grip plate along an edge, and we use the term "edge delamination."
- We do not specify each helicopter serial number (S/N) in our AD; the ASBs do specify the helicopter S/Ns.

Since an unsafe condition has been identified that is likely to exist or develop on other helicopters of these same type designs, this AD supersedes AD 2010-03-03 (75 FR 5681, February 4, 2010), retaining the same requirements for the affected part-numbered blades but increasing the scope and frequency of the inspections and expanding the applicability to include the Model 205A-1 and 210 helicopters, additional blade part numbers, and all helicopter serial numbers for the affected helicopter models.

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, the AD must be issued immediately to require the following actions within 25 hours time-in-service (TIS) and thereafter at intervals not to exceed 25 hours TIS:

- Washing the upper and lower blade surfaces using a solution of cleaning compound (C-318) and water.
- Visually inspecting each of the upper and lower grip plates and doublers of the blade for their entire length and chord width for an edge void, any corrosion, or a crack.
- Wiping each of the bond lines at the edges of both grip plates and each of the layered doublers (bond lines) on the upper and lower surfaces of each affected blade with an alcohol-soaked cloth (C-385) in the area from blade stations 24.5 to 85.
- Immediately thereafter, using a 3x power or higher magnifying glass and a bright light, visually inspecting each of the bond lines on the upper and lower surfaces of the blade in the inspection area for any edge delamination, as indicated by a dark line located along any bond line, or a crack in the paint finish.
- Applying a light coat of preservative oil (C-125) to all surfaces of the blade.
- Removing paint from areas in which an edge delamination along any bond line of a grip plate or doubler, or a crack in the blade paint finish is discovered, by sanding with 180-220 grit paper to determine if an edge void or a crack exists in the blade.
- Replacing any blade that has a crack in any grip plate or doubler with an airworthy blade.

- Replacing any blade that has an edge void or any corrosion with an airworthy blade or repairing the blade if the damage is within the maximum repair damage limits. The maximum repair damage limitations are contained in the applicable Component and Repair Overhaul Manual.
- Replacing any blade that has a crack in the blade skin with an airworthy blade, or repairing the blade if the damage is within the maximum repair damage limits.

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 132 helicopters in the U.S. registry. We also estimate that washing and visually inspecting each blade will take about 1 work hour. If an edge void, corrosion, or a crack is found, replacing a blade with an airworthy blade will take about 24 work hours. The average labor rate is $85 per work hour. Required parts will cost about $85,597 for a replacement blade. Based on these figures, we estimate the total cost of the AD on U.S. operators to be $356,917, assuming that 24 inspections are done each year on each helicopter and that 1 blade is replaced.

Comments Invited

This AD is a final rule that involves requirements affecting flight safety, and we did not precede it by notice and an opportunity for public comment. We invite you to send any written relevant data, views, or arguments regarding this AD. Send your comments to an address listed under the ADDRESSES section. Include the docket number "FAA-2011-1182; Directorate Identifier 2010-SW-010-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 we receive concerning this AD. Using the search function of the 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);

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. 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, 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 removing Airworthiness Directive (AD) 2010-03-03; Amendment 39-16186 (75 FR 5681, February 4, 2010), and by adding a new AD to read as follows:

2011-23-02 Bell Helicopter Textron, Inc.: Amendment 39-16853; Docket No. FAA-2011-1182; Directorate Identifier 2010-SW-010-AD. Supersedes AD 2010-03-03, Amendment 39-16186 (75 FR 5681, February 4, 2010), Docket No. FAA-2010-0065, Directorate Identifier 2009-SW-01-AD.

Applicability: Model 205A-1, 205B, 210 and 212 helicopters with a main rotor blade (blade), part number (P/N) 204-012-001-023 or -033; 210-015-001-101; 212-015-501-005, -111, -113, -115, -117, -119, or -121, installed, certificated in any category.

Note 1: Bell Helicopter Model 205A-1 helicopters, modified by Supplemental Type Certificate (STC) No. SH5132NM or SH5976NM, may have affected part-numbered blades installed.

Compliance: Required as indicated.

To detect an edge void, corrosion, or a crack on a blade, to prevent the loss of a blade and subsequent loss of control of the helicopter, do the following:

(a) Within 25 hours time-in-service (TIS), unless accomplished previously, and thereafter at intervals not to exceed 25 hours TIS:

(1) Wash the upper and lower surfaces of each affected blade with a solution of cleaning compound (C-318) and water. Rinse thoroughly and wipe dry.

(2) Visually inspect each of the upper and lower grip plates and doublers of the blade for their entire length and chord width for an edge void, any corrosion, or a crack. Pay particular attention to any crack in the paint finish near or at a bond line that follows the outline of a grip plate or doubler.

Note 2: The inspections required by paragraphs (a)(2) and (a)(4) of this AD do not require removal of the blades from the main rotor hub and can be accomplished while the blades are installed on the helicopter.

(3) Wipe each of the bond lines at the edges of both grip plates and each of the layered doublers (bond lines) on the upper and lower surfaces of each affected blade with an alcohol-soaked cloth (C-385) in the area from blade stations 24.5 to 85 (inspection area) as depicted in Figure 1 of Bell Helicopter Alert Service Bulletin (ASB) No. 205B-08-51 for the Model 205B helicopters or ASB No. 212-08-130 for the Model 212 helicopters (and the Model 205A-1 helicopters), both Revision B, and both dated January 11, 2011; or ASB No. 210-08-03, Revision B, dated January 10, 2011, for the Model 210 helicopters, as appropriate for your model helicopter. Wipe dry with a clean cloth.

(4) Immediately after accomplishing paragraph (a)(3) of this AD, using a 3x power or higher magnifying glass and a bright light, visually inspect each of the bond lines on the upper and lower surfaces of the blade in the inspection area for any edge delamination, as indicated by a dark line located along any bond line, or a crack in the paint finish. An edge delamination is defined as a separation of the detail parts along an edge.

Note 3: An edge delamination along the edge of a grip plate or doubler, or "any potential cracks in the bond lines between doublers or grip plates" as described in the ASBs, is indicated by the presence of excess alcohol bleeding out of an edge void. The excess alcohol in the void will appear as a dark line along the bond line. A crack in the paint finish which follows the outline of a grip plate or doubler may indicate a possible edge void.

(5) If there is no edge void, corrosion, crack, an edge delamination, or a crack in the paint finish, apply a light coat of preservative oil (C-125) to all surfaces of the blade.

(b) Before further flight:

(1) If there is any edge delamination along any bond line of a grip plate or doubler, or a crack in the paint finish:

(i) Remove the paint in the affected area by lightly sanding with 180-220 grit paper in a span-wise direction to determine if there is an edge void, or if the grip plate, doubler, or skin is cracked. If any parent material is removed during the sanding operation, replace the blade with an airworthy blade or repair the blade if the amount of parent material removed is within the maximum repair damage limits.

Note 4: The maximum repair damage limits are contained in the applicable Component and Repair Overhaul Manual.

(ii) If there is an edge void, determine the depth and length using a .0015 inch feeler gauge.

(iii) If there is an edge void in a grip plate or doubler near the outboard tip, tap inspect the affected area to determine the size and shape of the void.

(iv) Repair the blade if the edge void is within the maximum repair damage limits or replace the blade with an airworthy blade.

(v) If there is not an edge void or a crack, refinish the sanded area.

(2) If there is a crack in any grip plate or doubler, replace the blade with an airworthy blade.

(3) If there is a crack in the blade skin, replace the blade with an airworthy blade, or repair the blade if the damage is within the maximum repair damage limits.

(4) If there is any corrosion, replace the blade with an airworthy blade or repair the blade if the damage is within the maximum repair damage limits.

(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, Attn: Michael Kohner, Aviation Safety Engineer, FAA, Rotorcraft Directorate, 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) The inspection area is depicted in Figure 1 of Bell Helicopter Alert Service Bulletin No. 205B-08-51 or No. 212-08-130, both Revision B, and both dated January 11, 2011; or No. 210-08-03, Revision B, dated January 10, 2011. The incorporation by reference of these documents 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 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.

Joint Aircraft System/Component (JASC) Code

(e) The JASC Code is 6210: Main Rotor Blades.

(f) This amendment becomes effective on November 21, 2011.

Issued in Fort Worth, Texas, on October 21, 2011.

Lance T. Gant,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2012-0001 **Date: 04 January 2012** Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].

Type Approval Holder's Name :	**Type/Model designation(s) :**
AgustaWestland S.p.A	AB 212 helicopters

TCDS Number:	ENAC Italy SO/A375
Foreign AD:	None; the actions required by this AD are related to those required by FAA AD 2011-23-02, applicable to Bell model 212 helicopters.
Supersedure:	This AD supersedes EASA AD 2010-0057 dated 26 March 2010.

ATA 62	**Main Rotor – Main Rotor Blades – Inspection / Replacement**
Manufacturer(s):	Agusta S.p.A., AgustaWestland S.p.A.
Applicability:	AB 212 helicopters, all serial numbers.
Reason:	A crack was found on a Main Rotor (MR) blade, Part Number (P/N) 212-015-501-115, that had accumulated 1 026 flight hours (FH), installed on a Bell Model 212 helicopter. The results of the technical investigation, conducted by Bell Helicopter, revealed that the crack had been caused by a manufacturing defect due to an inadequate adhesive bonding in the area between the grip plate and the mating doubler surface. This condition, if not detected and corrected, could lead to in-flight separation of a rotor blade and consequent loss of control of the helicopter. To address this condition, Bell Helicopter issued Alert Service Bulletin (ASB) 212-08-130 rev. A, and FAA issued AD 2010-03-03, requiring the actions described in that ASB. Considering that the same MR P/N blades can also be installed on AB 212 helicopters, AgustaWestland issued Bollettino Tecnico (BT) 212-200 and EASA issued AD 2010-0057 to require repetitive inspections of the MR blades at intervals not to exceed 100 FH. After two more cases of cracked MR blades discovered on Bell 212 helicopters, Bell issued ASB 212-08-130 rev B and FAA issued AD 2011-23-02 to reduce the inspection interval from 100 FH to 25 FH. Prompted by these findings and actions, AgustaWestland issued BT 212-200 rev. A with the same compliance times as Bell ASB 212-08-130 rev. B. For the reasons described above, this AD retains the requirements of EASA AD 2010-0057, which is superseded, and reduces the interval of the

	repetitive inspections of the MR blades up to 25 FH.
Effective Date:	18 January 2012
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 25 FH after the effective date of this AD, or within 25 FH after the last inspection carried out in compliance with EASA AD 2010-0057, whichever occurs first, and, thereafter, at intervals not to exceed 25 FH, inspect each P/N 212-015-501-5, P/N 212-015-501-115, P/N 212-015-501-119, P/N 204-012-001-23 and P/N 204-012-001-33 MR blade in accordance with the instructions of AgustaWestland BT 212-200 rev. A. (2) If, during any inspection as required by paragraph (1) of this AD, a crack is found, before next flight, replace the affected MR blade with a serviceable part in accordance with the instructions of AgustaWestland BT 212-200 rev. A. (3) Replacement of a MR blade as required by paragraph (2) of this AD does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD. (4) From the effective date of this AD, do not install on a helicopter a P/N 212-015-501-5, P/N 212-015-501-115, P/N 212-015-501-119, P/N 204-012-001-23 or P/N 204-012-001-33 MR blade that has previously been installed on a helicopter, unless the MR blade has passed the inspection as required by this AD.
Ref. Publications:	AgustaWestland BT 212-200 rev. A, dated 20 December 2011. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks :	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu . 4. For any question concerning the technical content of the requirements in this AD, please contact: AgustaWestland S.p.A. Customer Support Via del Gregge, 100 - 21015 Lonate Pozzolo (VA) – Italy Telephone + 39 0331-664396 ; Fax: + 39 0331-664680 E-mail: custserv@agustawestland.com.

[Federal Register Volume 77, Number 218 (Friday, November 9, 2012)]
[Rules and Regulations]
[Pages 67261-67263]
From the Federal Register Online via the Government Printing Office [www.gpo.gov]
[FR Doc No: 2012-26901]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2012-0502; Directorate Identifier 2010-SW-097-AD; Amendment 39-17242; AD 2012-22-06]

RIN 2120-AA64

Airworthiness Directives; Aeronautical Accessories, Inc., High Landing Gear Forward Crosstube Assembly

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for Aeronautical Accessories, Inc. (AAI) high landing gear forward crosstube assemblies (crosstubes) installed on Agusta S.p.A. (Agusta) Model AB412 and AB412EP; and Bell Helicopter Textron, Inc. (Bell) Model 205A, 205A-1, 205B, 212, 412, 412CF, and 412EP helicopters during production or based on a supplemental type certificate (STC). This AD requires counting and recording the total number of landings for the crosstubes, and inspecting the crosstubes and replacing them if a crack or other damage exists. This AD was prompted by two reports from the field of failed crosstubes. The actions are intended to prevent failure of a crosstube, collapse of the landing gear, and subsequent loss of control of the helicopter.

DATES: This AD is effective December 14, 2012.

The Director of the Federal Register approved the incorporation by reference of certain documents listed in this AD as of December 14, 2012.

ADDRESSES: For service information identified in this AD, contact Aeronautical Accessories, Inc., P.O. Box 3689, Bristol, TN 37625-3689, telephone (423) 538-5151 or (800) 251-7094, fax (423) 538-8469, or at http://www.aero-access.com. You may review a copy of 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: Michael Kohner, Aviation Safety Engineer, Rotorcraft Certification Office, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, TX 76137; telephone (817) 222-5170; email 7-avs-asw-170@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

On May 11, 2012, at 77 FR 27663, 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 AAI crosstubes installed on Agusta Model AB412 and AB412EP, and Bell Model 205A, 205A-1, 205B, 212, 412, 412CF, and 412EP helicopters during production or based on an STC. That NPRM proposed to require creating a component history card or equivalent record and counting and recording the total number of landings for the crosstubes. It also proposed to require inspecting the crosstubes and replacing them if a crack or other damage exists. The proposed requirements were intended to prevent failure of a crosstube, collapse of the landing gear, and subsequent loss of control of the helicopter.

The NPRM was prompted by two reports from the field of crosstube failures. AAI issued Alert Service Bulletin AA-08055, Revision B, dated August 12, 2009 (ASB) to provide procedures for repetitively inspecting the high forward crosstubes to detect this condition.

Comments

We gave the public the opportunity to participate in developing this AD, but we received no comments on the NPRM (77 FR 27663, May 11, 2012).

FAA's Determination

We have reviewed the relevant information and determined that an unsafe condition exists and is likely to exist or develop on other products of these same type designs and that air safety and the public interest require adopting the AD requirements as proposed.

Related Service Information

We reviewed the AAI ASB, which specifies establishing a takeoff/landing history, recurrent visual and fluorescent penetrant inspections of the crosstubes, and dimensional inspections of the skid gear. We have also reviewed AAI Instructions for Continued Airworthiness (ICA) for Crosstubes, Report No. AA-01136, Revision K, dated February 15, 2012, which contains the information necessary for inspection and maintenance of each crosstube installed on the Agusta and Bell helicopters.

Costs of Compliance

We estimate that this AD will affect 115 helicopters of U.S. Registry and that operators will incur the following costs to comply with this AD:

- Creating a historical record and determining the number of landings will require a half work hour at an average labor rate of $85 per hour for a cost per helicopter of about $42 and a cost to the U.S. operator fleet of $4,830 per inspection cycle.

- Preparing and inspecting the crosstube will require 8.5 work hours at an average labor rate of $85 per hour for a cost per helicopter of about $722 and a cost to the U.S. operator fleet of $83,030 per inspection cycle.
- Performing the dimensional inspection of the skid gear will require 1 work hour at an average labor rate of $85 per hour for a cost per helicopter of $85 and a cost to the U.S. operator fleet of $9,775 per inspection cycle.
- Fluorescent penetrant inspecting the crosstube will require 24 work hours at an average labor rate of $85 per hour for a cost per helicopter of $2,040 and a cost to the U.S. operator fleet of $234,600 per inspection cycle.
- If required, replacing a crosstube with an airworthy crosstube will require 10 work hours at an average labor rate of $85, required parts will cost $9,315, for a cost per helicopter of $10,165.

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.

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):

2012-22-06 Aeronautical Accessories, Inc. (AAI): Amendment 39-17242; Docket No. FAA-2012-0502; Directorate Identifier 2010-SW-097-AD.

(a) Applicability

This AD applies to high landing gear forward crosstube assembly (crosstube), part number (P/N) 212-321-103, installed on Agusta S.p.A. Model AB412 and AB412EP and Bell Helicopter Textron, Inc. Model 205A, 205A-1, 205B, 212, 412, 412CF, and 412EP helicopters, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as failure of the landing gear crosstube, which could result in collapse of the landing gear and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective December 14, 2012.

(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

(1) Within 50 hours time-in-service (TIS) after the effective date of this AD:

(i) Create a component history card or equivalent record for the crosstube by following the Accomplishment Instructions, Part A, paragraph 1., of AAI Alert Service Bulletin No. AA-08055, Revision B, dated August 12, 2009 (ASB).

(ii) Determine and record on the component history card or equivalent record the total number of landings for the crosstube. If the landing information is unavailable, estimate the number by multiplying the airframe hours TIS by 10. Continue to count and record the number of landings for the crosstube. For the purposes of this AD, a landing would be counted anytime the helicopter lifts off into the air and then lands again with any further reduction of the collective after the landing gear touches the ground.

(2) Within 50 hours TIS after the effective date of this AD or before reaching a total of 7,500 landings on any crosstube, whichever occurs later:

(i) Prepare the crosstube inspection areas as described in the Accomplishment Instructions, Part B, paragraphs 1. through 5. and Figure 1, of the ASB.

(ii) Using a 10X or higher power magnifying glass and a bright light, visually inspect the prepared areas of the crosstube for a crack. If there is a crack, before further flight, replace the crosstube with an airworthy crosstube.

(iii) If there is no crack, following the inspection, prime and paint the inspection areas by following the Accomplishment Instructions, Part B, paragraphs 7. and 8., of the ASB. If there is any

corrosion or other damage, perform the replacement or repair required in paragraph (e)(5)(iv) of this AD before priming and painting the inspection areas.

(3) Thereafter, at intervals not to exceed 200 landings, clean the crosstube inspection areas by following the Accomplishment Instructions, Part C, paragraph 1., of the ASB. Using a 10X or higher power magnifying glass and a bright light, visually inspect the clear-coated areas of the crosstube for a crack. If there is a crack, before further flight, replace the crosstube with an airworthy crosstube.

(4) Within 30 days after the effective date of this AD or before reaching a total of 10,000 landings on any crosstube, whichever occurs later, and thereafter at intervals not to exceed 2,500 landings or 12 months, whichever occurs first, determine the horizontal deflection of the crosstube from the centerline of the helicopter (BL 0.0) to the outside of the skid tubes by following the Accomplishment Instructions, Part D, paragraphs 1. and 2., of the ASB. If the crosstube measures outside any of the limits depicted in Figure 2 of the ASB, before further flight, replace the crosstube with an airworthy crosstube.

(5) Within 3 months after the effective date of this AD or before reaching a total of 12,500 landings on any crosstube, whichever occurs later, and thereafter at intervals not to exceed 5,000 landings:

(i) Remove and disassemble the landing gear assembly and crosstube to prepare for a fluorescent penetrant inspection (FPI) by following the Accomplishment Instructions, Part E.1, paragraphs 1. through 6., of the ASB.

(ii) Clean and prepare the crosstube by removing the sealant and paint as described in the Accomplishment Instructions, Part E.2, paragraphs 1. through 3. and Figure 3, of the ASB.

(iii) Perform an FPI of the crosstube in the areas depicted in Figure 3 of the ASB for a crack, any corrosion, a nick, scratch, dent, or any other damage by following the Accomplishment Instructions, Part E.3, paragraph 1., of the ASB. If there is a crack, before further flight, replace the crosstube with an airworthy crosstube.

(iv) If there is any corrosion or a nick, scratch, dent, or any other damage, before further flight, repair the crosstube to an airworthy configuration if the damage is within the maximum repair damage limits or replace the crosstube with an airworthy crosstube. Chapter 3.5 Repair, Table 1. and Figure 3 of the AAI Instructions for Continued Airworthiness for Crosstubes, Report No. AA-01136, Revision K, dated February 15, 2012, contains the maximum repair damage limits and repair procedures.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Rotorcraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Michael Kohner, Aviation Safety Engineer, Rotorcraft Certification Office, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, TX 76137; telephone (817) 222-5170; email 7-avs-asw-170@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) Subject

Joint Aircraft Service Component (JASC) Code: 3213: Main Landing Gear Strut/Axle/Truck.

(h) 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) Aeronautical Accessories Inc. Alert Service Bulletin No. AA-08055, Revision B, dated August 12, 2009.

(ii) Aeronautical Accessories Inc. Instructions for Continued Airworthiness for Crosstubes, Report No. AA-01136, Revision K, dated February 15, 2012.

(3) For service information identified in this AD, contact Aeronautical Accessories, Inc., P.O. Box 3689, Bristol, TN 37625-3689, telephone (423) 538-5151 or (800) 251-7094, fax (423) 538-8469, or at http://www.aero-access.com.

(4) You may view this service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(5) You may also view this service information 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 Fort Worth, Texas, on October 24, 2012.

Lance T. Gant,
Acting Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.

[Federal Register Volume 78, Number 15 (Wednesday, January 23, 2013)]
[Rules and Regulations]
[Pages 4759-4762]
From the Federal Register Online via the Government Printing Office [www.gpo.gov]
[FR Doc No: 2013-00985]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2011-1188; Directorate Identifier 2008-SW-46-AD; Amendment 39-17171; AD 2012-17-08]

RIN 2120-AA64

Airworthiness Directives; Bell Helicopter Textron, Inc. (Bell) Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are superseding four airworthiness directives related to the main rotor yoke (yoke) on the Bell Model 204B, 205A, 205A-1, 205B, and 212 helicopters, to retain certain inspections and certain life limits, to require an increased inspection frequency for certain yokes, and to expand these inspections and retirement lives to other yokes. This airworthiness directive is prompted by past reports of cracks in the yoke, another recent report of a cracked yoke, and the decision that other yokes, approved based on identicality, need to be subject to the same inspection requirements and retirement lives. The actions are intended to detect a crack in a yoke to prevent failure of the yoke, and subsequent loss of control of the helicopter.

DATES: This AD is effective February 27, 2013.

ADDRESSES: For service information identified in this AD, contact 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/. You may review a copy of 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: Michael Kohner, Aviation Safety Engineer, Rotorcraft Certification Office, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, TX 76137; telephone (817) 222-5170; email 7-avs-asw-170@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

On November 2, 2011, at 76 FR 67628, 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 204B, 205A, 205A-1, 205B, and 212 helicopters, with a yoke, part number (P/N) AAI-4011-102 (all dash numbers), ASI-4011-102 (all dash numbers), or 204-011-102 (all dash numbers), installed, certificated in any category. That NPRM proposed to supersede four previously-issued ADs for the Bell Model 204, 205, and 212 series helicopters: AD 79-20-05, Amendments 39-3572 (44 FR 55556, September 27, 1979), 39-3626 (44 FR 70123, December 6, 1979), and 39-3662 (45 FR 6922, January 31, 1980); AD 81-19-01, Amendment 39-4207 (46 FR 45595, September 14, 1981); AD 81-19-02, Amendment 39-4208 (46 FR 45595, September 14, 1981); and AD 93-05-01, Amendment 39-8507 (58 FR 13700, March 15, 1993). Those ADs required inspecting certain yokes installed on these helicopters, established retirement life limits for these yokes, and required operators to log additional hours against the retirement life of the yokes for Model 212 helicopters conducting more than four external load lifts per hour.

Since the issuance of those ADs, certain yokes manufactured under a parts manufacturer approval (PMA) were identified as being susceptible to the same cracking as the Bell manufactured yokes. The NPRM proposed retaining the requirements of the existing ADs while expanding the applicability to include yokes produced under a PMA whose design approval was based on identicality with the affected Bell yoke. The NPRM also proposed giving operators credit for the accumulated operating time on certain yokes covered by the superseded ADs.

The proposed requirements of this AD were intended to prevent cracking of a yoke, failure of the yoke, and subsequent loss of control of the helicopter.

Comments

We gave the public the opportunity to participate in developing this AD, but we did not receive any comments on the NPRM (76 FR 67628, November 2, 2011).

Related Service Information

Bell issued Alert Service Bulletins (ASBs) Nos. 204-92-36, 205-92-51, and 212-92-80, all dated October 23, 1992. These ASBs specify replacing yoke P/N 204-011-102 (all dash numbers) by December 31, 1993, with yoke P/N 212-011-102-105 or -109, depending on the helicopter configuration. The replacement yokes are made from stainless steel and have improved design characteristics that address the corrosion problems and are not subject to any heavy lift cycle counting required for previous yokes installed on the Model 205B and 212 helicopters.

FAA's Determination

We have reviewed the relevant information and determined that an unsafe condition is likely to exist or develop on other products of these same type designs and that air safety and the public interest require adopting the AD requirements as proposed except for minor editorial changes and a

change to correct one instance of the word "Unfactored" to the word "Factored." In addition, the notes were removed to prevent any misconception that they were mandatory procedures. These minor editorial changes are consistent with the intent of the proposals in the NPRM and will not increase the economic burden on any operator nor increase the scope of the AD.

Costs of Compliance

We estimate that this AD will affect 15 helicopters of U.S. Registry. We estimate that operators may incur the following costs in order to comply with this AD. Reviewing the helicopter records and determining the total factored hours TIS will require about 3 work hours at an average labor rate of $85 per hour, for a total cost of $255 per helicopter and a total cost to the U.S. operator fleet of $3,825. Removing the yoke from the helicopter and performing a visual inspection and MPI will require about 35 work hours at an average labor rate of $85 per work hour, for a total cost of $2,975 per helicopter and a total cost to the U.S. operator fleet of $44,625 per inspection cycle.

To replace a yoke will require about 32 work hours at an average labor rate of $85 per hour for labor costs of $2,720 per helicopter, and required parts will cost $40,157 for a total cost per helicopter of $42,877 and a total cost to the U.S. operator fleet of $643,155.

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.

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 removing Amendments 39-8507 (58 FR 13700, March 15, 1993); 39-4208 (46 FR 45595, September 14, 1981); 39-4207 (46 FR 45595, September 14, 1981); 39-3662 (45 FR 6922, January 31, 1980); 39-3626 (44 FR 70123, December 6, 1979); and 39-3572 (44 FR 55556, September 27, 1979); and by adding a new airworthiness directive (AD) to read as follows:

2012-17-08 Bell Helicopter Textron, Inc. (Bell): Amendment 39-17171; Docket No. FAA-2011-1188; Directorate Identifier 2008-SW-46-AD.

(a) Applicability

This AD applies to Model 204B, 205A, 205A-1, 205B, and 212 helicopters, with a main rotor yoke (yoke), part number (P/N) AAI-4011-102 (all dash numbers), ASI-4011-102 (all dash numbers), or 204-011-102 (all dash numbers), installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a crack in a yoke. This condition could result in failure of a yoke, and subsequent loss of control of the helicopter.

(c) Affected ADs

This AD supersedes AD 93-05-01, Amendment 39-8507 (58 FR 13700, March 15, 1993); AD 81-19-02, Amendment 39-4208 (46 FR 45595, September 14, 1981; AD 81-19-01, Amendment 39-4207 (46 FR 45595, September 14, 1981); and AD 79-20-05, Amendments 39-3662 (45 FR 6922, January 31, 1980), 39-3626 (44 FR 70123, December 6, 1979), and 39-3572 (44 FR 55556, September 27, 1979).

(d) Effective Date

This AD becomes effective February 27, 2013.

(e) 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.

(f) Required Actions

(1) For helicopters with yoke, P/N AAI-4011-102 (all dash numbers) and ASI-4011-102 (all dash numbers), installed, within 100 hours time-in-service (TIS):

(i) Create a component history card or equivalent record for each yoke.

(ii) Determine the model for each helicopter on which the yoke has been installed from the time the yoke had zero hours TIS.

(iii) In accordance with the rate per hour categories shown in Table 1 to paragraph (f) of this AD, categorize the accumulated "Factored Hours TIS" on each yoke by determining the types of operation AND the rate per hour of external load lifts for each hour TIS accumulated on each yoke. One external load lift occurs each time the helicopter picks up an external load and drops it off. For determining the proper rate per hour category for external load operations, any external load lift in which the helicopter achieves a vertical altitude difference of greater than 200 feet indicated altitude between the pickup and drop-off point counts as two external load lifts.

Table 1 to Paragraph (f)–Factored Hours TIS for a Yoke
[Number of unfactored hours TIS and factored hours TIS are examples for illustration purposes only]

Helicopter model	Types of operation	Rate per hour of external load lifts and takeoffs	Unfactored hours TIS	Hours TIS factor	Factored hours TIS on yoke (unfactored hours TIS × hours TIS factor)
Yokes installed on any Model 204B, 205A, or 205A–1 helicopter.	All Operations	All	120	1	120
Yokes installed on any Model 205B or 212 helicopter.	External Load Operations	1 to 5	105	1	105
		5.1 to 8		1 .5	
		8.1 to 12		2	
		12.1 to 18		3	
		18.1 to 32	170	5	850
		32.1 to 48		7	
		more than 48		9	
		Unknown	50	7	350
	Internal Load Operations	All Takeoffs	2,025	1	2,025
Total Factored Hours TIS on Yoke (Summation of the Factored Hours TIS)					3,450

(iv) By reference to Table 1 to paragraph (f) of this AD, enter the "Unfactored Hours TIS" for each category as determined by paragraph (f)(1)(iii) of this AD. Calculate the "Factored Hours TIS" by multiplying the "Unfactored Hours TIS" by the "Hours TIS Factor." Determine the accumulated "Total Factored Hours TIS" on each yoke by adding the factored hours TIS for each type of operation and helicopter model. Tracking the Total Factored Hours TIS is only for establishing a retirement life and not for tracking inspection intervals.

(v) Record the accumulated Total Factored Hours TIS on the component history card or equivalent record for each yoke.

(vi) Continue to factor the hours TIS for each yoke by following paragraph (f)(1)(ii) through (f)(1)(iv) of this AD, and record the additional factored hours TIS on the component history card or equivalent record.

(2) For helicopters with yoke, P/N 204-011-102 (all dash numbers), installed, before further flight:

(i) For hours TIS accumulated before the effective date of this AD, calculate and record the Total Factored Hours TIS as follows:

(A) For the Model 212 helicopters, 1 hour TIS in which passenger or internal cargo was carried equals 1 factored hour TIS; 1 hour TIS where more than 4 external load lifts occurred equals 5 factored hours TIS.

(B) For the Model 204 and 205 series helicopters, 1 hour TIS equals 1 factored hour TIS.

(ii) For hours TIS accumulated after the effective date of this AD, calculate and record the factored hours TIS on the yoke in accordance with the requirements of paragraphs (f)(1)(i) thorough (f)(1)(vi) of this AD.

(3) Revise the Airworthiness Limitations section of the applicable maintenance manuals or the Instructions for Continued Airworthiness (ICAs) by establishing a new retirement life of 3,600 Total Factored Hours TIS for each yoke, P/N AAI-4011-102 (all dash numbers), ASI-4011-102 (all dash numbers), or 204-011-102 (all dash numbers), by making pen and ink changes or inserting a copy of this AD into the Airworthiness Limitations section of the maintenance manual or ICAs.

(4) Record a life limit of 3,600 Total Factored Hours TIS for each yoke, P/N AAI-4011-102 (all dash numbers), ASI-4011-102 (all dash numbers), or 204-011-102 (all dash numbers), on the component history card or equivalent record.

(5) Within 100 hours TIS or 600 hours TIS since the last magnetic particle inspection (MPI) of the yoke, whichever occurs later, and thereafter at intervals not to exceed 600 hours TIS, for any yoke installed on any Model 205B or 212 helicopter:

(i) Remove the yoke from the main rotor hub assembly (hub). Using a 5-power or higher magnifying glass, visually inspect each pillow block bushing hole, spindle radius, and center section web for any corrosion or mechanical damage.

(ii) Perform an MPI of each yoke for a crack.

(6) Within 100 hours TIS or 2,400 hours TIS since the last MPI of the yoke, whichever occurs later, and thereafter at intervals not to exceed 2,400 hours TIS, for any yoke installed on any Model 204B, 205A, or 205A-1 helicopter:

(i) Remove the yoke from the hub. Using a 5-power or higher magnifying glass, visually inspect each pillow block bushing hole, spindle radius, and center section web for any corrosion or mechanical damage.

(ii) Perform an MPI of each yoke for a crack.

(7) Before further flight, replace each yoke with an airworthy yoke if:

(i) The yoke has 3,600 or more Total Factored Hours TIS; or

(ii) The Total Factored Hours TIS for the yoke is unknown and cannot be determined; or

(iii) The yoke has any corrosion or mechanical damage that exceeds any of the maximum repair damage limits; or

(iv) The yoke has a crack.

(g) Special Flight Permits

Special flight permits may only be issued under 14 CFR 21.197 and 21.199 for the purpose of operating the helicopter to a location where the MPI requirements of paragraphs (f)(5) or (f)(6) of this AD can be performed.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Rotorcraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Michael Kohner, Aviation Safety Engineer, Rotorcraft Certification Office, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, TX 76137; telephone (817) 222-5170; email 7-avs-asw-170@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.

(i) Additional Information

Bell Alert Service Bulletin Nos. 204-92-36, 205-92-51, and 212-92-80, all dated October 23, 1992, 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, Inc., P.O. Box 482, Fort Worth, TX 76101, telephone (817) 280-3391, fax (817) 280-6466, or at http://www.bellcustomer.com/files/. You may review a copy of this service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(j) Subject

Joint Aircraft Service Component (JASC) Code: 6220: Main Rotor Head.

Issued in Fort Worth, Texas, on December 21, 2012.
Lance T. Gant,
Acting Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.

[Federal Register Volume 78, Number 29 (Tuesday, February 12, 2013)]
[Rules and Regulations]
[Pages 9793-9796]
From the Federal Register Online via the Government Printing Office [www.gpo.gov]
[FR Doc No: 2013-02899]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2013-0098; Directorate Identifier 2011-SW-039-AD; Amendment 39-17339; AD 2013-03-16]

RIN 2120-AA64

Airworthiness Directives; Bell Helicopter Textron Helicopters

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule; request for comments.

SUMMARY: We are superseding an existing airworthiness directive (AD) for the Bell Helicopter Textron (Bell) Model 212 helicopters and adopting requirements for Bell Model 204B, 205A, 205A-1, 205B and 210 helicopters with certain part-numbered main rotor hub inboard strap fittings (fittings). This AD requires magnetic particle inspecting (MPI) the fittings for a crack, and if a crack exists, replacing the fittings with airworthy fittings. This AD is prompted by reports of additional cracked fittings and the determination that additional part-numbered fittings may not have been manufactured in accordance with approved manufacturing processes and controls. These actions are intended to identify a crack in the fitting, which may lead to the fitting's failure, loss of a main rotor blade, and subsequent loss of helicopter control.

DATES: This AD becomes effective February 27, 2013.
We must receive comments on this AD by April 15, 2013.

ADDRESSES: You may send comments by any of the following methods:

- Federal eRulemaking Docket: Go to http://www.regulations.gov. Follow the online instructions for sending your comments electronically.
- Fax: 202-493-2251.
- Mail: Send comments to the U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590-0001.
- Hand Delivery: Deliver to the "Mail" address between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

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, the economic evaluation, any comments received, and other information. The street address for the Docket Operations Office (telephone 800-647-5227) is in the ADDRESSES section. Comments will be available in the AD docket shortly after receipt.

For service information identified in this AD, contact 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/. You may review a copy of the referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

FOR FURTHER INFORMATION CONTACT: Michael Kohner, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Certification Office, 2601 Meacham Blvd., Fort Worth, Texas, 76137, phone: (817) 222-5170; fax: (817) 222-5783; email: mike.kohner@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

This AD is a final rule that involves requirements affecting flight safety, and we did not provide you with notice and an opportunity to provide your comments prior to it becoming effective. However, we invite you to participate in this rulemaking by submitting written comments, data, or views. We also invite comments relating to the economic, environmental, energy, or federalism impacts that resulted from adopting this AD. The most helpful comments reference a specific portion of the AD, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should send only one copy of written comments, or if comments are filed electronically, commenters should submit them only one time.

We will file in the docket all comments that we receive, as well as a report summarizing each substantive public contact with FAA personnel concerning this rulemaking during the comment period. We will consider all the comments we receive and may conduct additional rulemaking based on those comments.

Discussion

On March 29, 2011, the FAA issued AD 2011-08-01, Amendment 39-16651 (76 FR 18865, April 6, 2011), which superseded previously existing emergency AD 2010-25-51, for Bell Model 212 helicopters with a fitting, part number (P/N) 212-010-103-007 and with a certain serial number (S/N). AD 2011-08-01 retained the requirements of AD 2010-25-51 to replace certain serial-numbered fittings and perform an MPI for a crack on other serial-numbered fittings, and expanded the applicability to require performing an MPI on additional serial-numbered fittings. The AD based the compliance time for performing an MPI on the number of hours time-in-service (TIS) of the fitting. That AD was prompted by reports of cracks in fittings. Subsequently, the cracking was determined to have been caused by the manufacturer's failure to follow approved manufacturing processes and controls during the quenching operation from the heat treating of the fittings.

Since AD 2011-08-01 was issued, two additional fittings were found with a crack. Based on these additional reported cracks, we have determined that a crack may occur in a fitting regardless of the hours TIS. In addition, fitting P/Ns 204-012-102-001, -005, -009, 212-010-103-005, and -101, which are used on other model helicopters, are susceptible to the same type of cracking because they are of similar design and manufacture to fitting P/N 212-010-103-007, which was the subject of AD 2011-08-01. Failure of a fitting in flight may result in the loss of a main rotor blade and subsequent

loss of helicopter control. Therefore, this AD reduces the compliance time for performing an MPI of some serial-numbered fittings by requiring an MPI for all applicable serial-numbered fittings within 25 hours TIS or 15 days, whichever occurs first. This AD does not require you to report a cracked fitting to the Rotorcraft Certification Office.

FAA's Determination

We are issuing this AD because we evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of the same type design.

Related Service Information

We have reviewed Bell Alert Service Bulletin (ASB) No. 212-10-141, Revision A, dated November 18, 2010, for the Model 212 helicopter, which specifies the immediate removal from service of fittings with certain S/Ns.

We have also reviewed ASB No. 204-11-66 for the Model 204B helicopters; ASB No. 205-11-107 for the Model 205A and 205A-1 helicopters; ASB No. 205B-11-58 for the Model 205B helicopters; ASB No. 210-11-08 for the Model 210 helicopters; and ASB No. 212-10-142, Revision B for the Model 212 helicopters; all dated May 31, 2011. These ASBs specify:

- For certain serial-numbered fittings with less than 400 flight hours, performing an initial MPI within 100 flight hours but before the fitting reaches 425 flight hours or before November 26, 2011, whichever occurs first.
- For certain serial-numbered fittings with more than 400 hours, performing an initial MPI within 25 flight hours or before November 26, 2011, whichever occurs first.
- Certain serial-numbered fittings that have already had an MPI during main rotor hub assembly maintenance or during an overhaul do not need an additional MPI. Historical records must be annotated to show compliance during records inspection.
- If defects are found, returning the removed strap fittings to Bell.
- If no defects are found, re-identifying the fitting by adding an "FM" at the end of the part number and making a record entry.
- Performing a recurring MPI on all fittings, regardless of S/N and prefix, at 1,200 hours or 24 months for all models, except the Model 210, and at the tension-torsion (TT) strap replacement for the Model 210 helicopters.

AD Requirements

This AD supersedes AD 2011-08-01 (76 FR 18865, April 6, 2011) and requires for any Model 204B, 205A, 205A-1, 205B, 210 and 212 helicopter with certain fittings the following actions:

- Within 25 hours TIS or 15 days, whichever occurs first, performing an MPI of each fitting for a crack.
- If a fitting is cracked, before further flight, replacing it with an airworthy fitting.
- If a fitting is not cracked, re-identifying the fitting and its component history card or equivalent record by adding "FM" at the end of the P/N.

If an MPI has previously been performed on a fitting and the component history card or equivalent record of the fitting has been re-identified with "FM" at the end of the P/N, the requirements of this AD have been met.

Differences Between This AD and the Service Information

This AD differs from the ASBs because we require an MPI within 25 hours time-in-service or 15 days, whichever occurs first, of any fitting with an affected P/N and S/N. Bell requires different compliance times depending on the hours TIS of the fitting. We do not require the immediate removal of fittings, P/N 212-010-103-007, with certain S/Ns because the MPI provides the necessary level of safety. We do not require returning parts to Bell.

Costs of Compliance

We estimate that this AD affects 152 helicopters of U.S. registry and that labor costs average $85 per work-hour. Based on these estimates, we expect the following costs to comply with this AD:

- We estimate that 304 fittings (2 per helicopter) will need to be MPI inspected for a crack and that this task will require 40 work-hours. No parts are needed for the inspection, bringing the total cost per helicopter to $3,400; $516,800 for all U.S. operators.
- If a fitting is cracked, replacement parts will cost $2,367 per fitting. Labor costs will not be an additional expense as they can be absorbed as part of the inspection.

According to Bell's service information, some of the costs of this AD may be covered under warranty, thereby reducing the cost impact on affected individuals. We do not control warranty coverage by Bell. Accordingly, we have included all costs in our cost estimate.

FAA's Justification and Determination of the Effective Date

Providing an opportunity for public comments prior to adopting these AD requirements, would delay implementing the safety actions needed to correct this known unsafe condition. Therefore, we find that the risk to the flying public justifies waiving notice and comment prior to the adoption of this rule because the required corrective actions must be accomplished within 15 days, a very short time period based on the average flight-hour utilization rate of these helicopters.

Since an unsafe condition exists that requires the immediate adoption of this AD, we determined that notice and opportunity for public comment before issuing this AD are impracticable and that good cause exists for making this amendment effective in less than 30 days.

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.

Regulatory Findings

We 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, 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 removing Amendment 39-16651 (76 FR 18865, April 6, 2011) and adding the following new airworthiness directive (AD):

2013-03-16 Bell Helicopter Textron (Bell): Amendment 39-17339; Docket No. FAA-2013-0098; Directorate Identifier 2011-SW-39-AD.

(a) Applicability

This AD applies to Model 204B, 205A, 205A-1, 205B, 210 and 212 helicopters, certificated in any category, with a main rotor hub inboard strap fitting (fitting) with a part number (P/N) and serial number (S/N) listed in Table 1 to paragraph (a) of this AD.

Table 1 to paragraph (a)

Helicopter models	Fitting P/Ns	Fitting S/Ns
204B	204-012-102-001	All.
204B, 205A and 205A-1	204-012-102-005	All.
204B, 205A and 205A-1	204-012-102-009	All, except S/Ns 7500 or larger with a prefix of "A".
212	212-010-103-005	All.
212	212-010-103-007	All, except S/Ns 140 or larger with a prefix of "SH" and except S/Ns 11021 or larger with a prefix of " A".
205A-1, 205B and 210	212-010-103-101	All, except S/Ns 486 or larger with a prefix of "SH," and except S/Ns 10997 or larger with a prefix of "A".

(b) Unsafe Condition

This AD defines the unsafe condition as a crack in the fitting and the determination that additional part-numbered fittings may not have been manufactured in accordance with approved manufacturing processes and controls. This condition could result in failure of a fitting, loss of a main rotor blade, and loss of helicopter control.

(c) Affected ADs

This AD supersedes AD 2011-08-01, Docket No. FAA-2011-0323, Amendment 39-16651 (76 FR 18865, April 6, 2011), Directorate Identifier 2011-SW-005-AD.

(d) Effective Date

This AD becomes effective February 27, 2013.

(e) 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.

(f) Required Actions

(1) Within 25 hours time-in-service or 15 days, whichever occurs first, perform a magnetic particle inspection (MPI) of each fitting for a crack. If an MPI was already performed on a fitting resulting in re-identifying the fitting with "FM" at the end of the P/N or at the end of the P/N on the fitting's component history card or equivalent record, then the requirements of this AD have been met.

(2) If a fitting is cracked, before further flight, replace it with an airworthy fitting.

(3) If a fitting is not cracked, before further flight, re-identify the fitting by adding "FM" at the end of the P/N using a vibrating stylus. The depth of the "FM" must not exceed 0.005 inches or extend within 0.10 inch of the part's edge. Also, add "FM" at the end of the P/N on the fitting's component history card or equivalent record.

(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Rotorcraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Michael Kohner, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Certification Office, 2601 Meacham Blvd., Fort Worth, Texas, 76137, phone: (817) 222-5170; fax: (817) 222-5783; email: mike.kohner@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.

(h) Additional Information

Bell Alert Service Bulletin (ASB) No. 212-10-141, Revision A, dated November 18, 2010; and ASBs No. 204-11-66, No. 205-11-107, No. 205B-11-58, No. 210-11-08; and No. 212-10-142 Revision B, all dated May 31, 2011, which are not incorporated by reference, contain additional information about the subject of this AD. For this service information, contact 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/. You may review this service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(i) Subject

Joint Aircraft Service Component (JASC) Code: 6220, Main Rotor Head.

Issued in Fort Worth, Texas, on January 28, 2013.
Lance T. Gant,
Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.

EASA	EMERGENCY AIRWORTHINESS DIRECTIVE
	AD No.: 2013-0065-E **Date: 14 March 2013** Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.

This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].

Design Approval Holder Names:	Helicopter Type/Model designations:
AGUSTAWESTLAND S.p.A.	A109, AB/AW139, AB212 and AB412
BELL HELICOPTER TEXTRON, Inc.	212, 214 and 412
BELL HELICOPTER TEXTRON CANADA Ltd.	429 and 430
EUROCOPTER	AS 365 N3, AS 332 and EC 225
EUROCOPTER DEUTSCHLAND GmbH	MBB-BK 117 C-2, EC 135 and EC 635
KAMOV JOINT STOCK COMPANY	Ka-32
SIKORSKY AIRCRAFT CORPORATION	S-61, S-76 and S-92

TCDS Numbers: EASA.IM.R.001, EASA.R.002, EASA.R.005, EASA.R.006, EASA.R.009, EASA.R.010, EASA.IM.R.133 and EASA.IM.R.506; USA 1H15, H1NE, H4SW and H6SW; Canada H-88; Italy SO/A 157; and France No. 159.

Foreign AD:	Not applicable
Supersedure:	None

ATA 25	Equipment / Furnishing – Hoist – Inspection / Replacement
Manufacturer(s):	AgustaWestland S.p.A., Bell Helicopter Textron Inc. (BHTI, formerly Bell Helicopters, Inc), Bell Helicopter Textron Canada Ltd (BHTC), Eurocopter (EC, formerly Eurocopter France, Aerospatiale), Eurocopter Deutschland GmbH (ECD), American Eurocopter (AEC), Kamov JSC, Sikorsky Aircraft Corporation.
Applicability:	AgustaWestland A109, AB139, AW139, AB212 and AB412 helicopters, (all Models), all serial numbers (s/n); BHTI 212, 214 and 412 helicopters, all Models, all s/n; BHTC 429 and 430 helicopters, all s/n; Eurocopter AS 365 N3, AS 332 L2 and EC225 LP helicopters, all s/n; Eurocopter Deutschland (ECD) MBB-BK117 C-2, EC135 and EC 635 (all Models) helicopters, all s/n; Kamov Ka-32A11BC and Ka-32A12 helicopters, all s/n; and Sikorsky S-61 and S-76 (all Models) helicopters, and S-92A helicopters, all s/n.
Reason:	During a maintenance check flight with a MBB-BK 117 C-2 helicopter, a dummy load of 552 lbs (250kg) was picked up in order to conduct a “maximum load cycle” on the rescue hoist. The cable reeled-out without further command of the

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	operator, causing the test dummy load to impact the ground. The results of further examinations on the subject hoist determined that the overload clutch had failed. The overload clutch design is common to all Goodrich externally mounted rescue hoists listed in Appendix 1 of this AD. This condition, if not detected and corrected, could lead to further cases of in-flight loss of the hoist load, possibly resulting in injury to persons on the ground or in a hoisting accident. For the reasons described above, this AD requires identification of the installed hoist and, for affected hoist installations, a one-time inspection and load check test of the externally mounted hoist. This AD is considered an interim action and further AD action may follow.
Effective Date:	16 March 2013
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 30 days after the effective date of this AD, determine the Part Number (P/N) and serial number (s/n) of the hoist installed on the helicopter. If a Goodrich hoist system is installed with a P/N and s/n listed in Appendix 1 of this AD, accomplish the following actions, as applicable to helicopter type:. (2) For MBB-BK 117 C-2 and EC 135 helicopters, within 30 days after the effective date of this AD, accomplish the following actions concurrently, in accordance with the instructions of ECD Alert Service Bulletin (ASB) No. MBB-BK117 C-2-85A-038, or ECD ASB No. EC135-85A-058, as applicable to helicopter type: (2.1) Perform a cable conditioning lift in accordance with the instructions of Section 3.B.1 of the applicable ECD ASB. (2.2) Perform a load check test in accordance with the instructions of Section 3.B.2 of the applicable ECD ASB. (2.3) Record the result of the load check test in the hoist log and report those results to ECD in accordance with the instructions of Section 3.B.3 of the applicable ECD ASB. (3) For AS 365 N3, AS 332 L2 and EC225 LP helicopters, within 30 days after the effective date of this AD, accomplish the following actions concurrently, in accordance with the instructions of Eurocopter ASB AS365-25.01.25, AS332-25.02.70, or EC225-25A133, as applicable to helicopter type: (3.1) Perform a cable conditioning lift in accordance with the instructions of Section 3.B of the applicable Eurocopter ASB. (3.2) Perform a load check test in accordance with the instructions of Section 3.B of the applicable Eurocopter ASB. (3.3) Record the result of the load check test in the hoist log and report those results to Eurocopter in accordance with the instructions of Section 3.C of the applicable Eurocopter ASB. (4) If the hoist fails the load check test as required by paragraph (2) or (3) of this AD, before next hoist operation, deactivate the hoist, or replace the hoist with a serviceable hoist. (5) For all other helicopters: Within 30 days after the effective date of this AD, inspect the hoist and, depending on findings, accomplish all applicable corrective actions before next hoist operation, in accordance with approved instructions from the helicopter manufacturer (type certificate holder), or from the hoist installation design approval holder (supplemental type certificate holder), as applicable. Note: Goodrich ASB No. 44301-10-15 contains information pertaining to the

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	subject addressed by this AD. (6) From the effective date of this AD, it is allowed to install an affected Goodrich hoist, having a P/N and s/n as listed in Appendix 1 of this AD, on any helicopter, provided that, prior to hoisting operation, the hoist has passed the inspection and test as required by paragraph (2) or (3) of this AD, or has been inspected and, depending on findings, corrected as required by paragraph (5) of this AD, as applicable.
Ref. Publications:	ECD ASB No. MBB-BK117 C-2-85A-038, dated 11 March 2013. ECD ASB No. EC135-85A-058, dated 11 March 2013. Eurocopter ASB No. AS365-25.01.25, dated 13 March 2013. Eurocopter ASB No. AS332-25.02.70, dated 13 March 2013. Eurocopter ASB No. EC225-25A133, dated 13 March 2013. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD. Goodrich ASB No. 44301-10-15, dated 08 March 2013.
Remarks:	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The results of the safety assessment have indicated the need for immediate publication and notification, without the full public consultation process. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Goodrich Corporation, Sensors & Integrated Systems (SIS-CA) Brea, California 92821, United States of America (USA) Telephone: +1 714-984-1461, or AgustaWestland S.p.A. Customer Support Via del Gregge, 100 - 21015 Lonate Pozzolo (VA) – Italy Telephone + 39 0331 664600 ; Fax: + 39 0331 664684 E-mail: custserv@agustawestland.com, or Bell Helicopter Textron, Inc., P.O. Box 482, Fort Worth, Texas 76101, USA. Telephone +1 817-280-3391, Fax +1 817-280-6466, or Eurocopter (STDI) - Aéroport de Marseille Provence 13725 Marignane Cedex, France. Telephone +33 (0) 4 42 85 97 97, Fax +33 (0) 4 42 85 99 66 E-mail: Directive.technical-support@eurocopter.com, or Eurocopter Deutschland GmbH, Industriestrasse 4, 86607 Donauwörth, Germany. Telephone: + 49 (0)151-1422 8976, or Kamov Joint Stock Company, Russian Federation, Moscow region, Lubertsy 8th of March str., 8a Telephone +7 (495) 994-48-00, 700-31-41, Fax +7 (495) 700-33-04, 700-30-71, E-mail: market@kamov.ru. website: http://www.kamov.ru/en/. or Sikorsky Aircraft Corporation, Commercial Product Support, 6900 Main Street, P.O. Box 9729, Stratford, Connecticut 06497-9129, United States of America; telephone: +1 203-416-4299, E-mail: sikorskywcs@sikorsky.com.

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Appendix 1 – Affected Goodrich Hoist P/N and s/n

Hoist P/N (all suffixes, unless specified)	s/n
42315	00001 through 00652 inclusive
42325	00001 through 00197 inclusive
44301-10-4 44301-10-7 44301-10-9	00001 through 00670 inclusive
44301-10-1 44301-10-2 44301-10-5 44301-10-6 44301-10-8 44301-10-10 44301-10-11	00001 through 00670 inclusive
44311	00001 through 00158 inclusive
44312	00001 through 00209 inclusive
44314	00001 through 00026 inclusive
44315	00001 through 00034 inclusive
44316	00001 through 00247 inclusive *
44318	00001 through 00012 inclusive

* Hoists previously converted from -101 to -104 will have a serial number beginning with “2”.

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[Federal Register Volume 78, Number 146 (Tuesday, July 30, 2013)]
[Rules and Regulations]
[Pages 45845-45848]
From the Federal Register Online via the Government Printing Office [www.gpo.gov]
[FR Doc No: 2013-18079]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2013-0639; Directorate Identifier 2013-SW-020-AD; Amendment 39-17518; AD 2013-15-02]

RIN 2120-AA64

Airworthiness Directives; Bell Helicopter Textron Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule, request for comments.

SUMMARY: We are superseding Airworthiness Directive (AD) 2008-10-03 for Bell Helicopter Textron Helicopters (Bell) Model 204B, 205A, 205A-1, 205B, 210, 212, 412, 412CF, and 412EP helicopters. AD 2008-10-03 required certain checks and inspections of each tail rotor blade assembly (T/R blade) at specified intervals and repairing or replacing, as applicable, any cracked or damaged T/R blade. Since we issued AD 2008-10-03, an accident attributed to a T/R failure occurred. This new AD retains the requirements of AD 2008-10-03 and adds a second, more detailed inspection that allows for an earlier detection of a crack or other damage in a T/R blade. These actions are intended to prevent a failure of the T/R blade and subsequent loss of helicopter control.

DATES: This AD becomes effective August 14, 2013.

The Director of the Federal Register approved the incorporation by reference of certain documents listed in this AD as of August 14, 2013.

We must receive comments on this AD by September 30, 2013.

ADDRESSES: You may send comments by any of the following methods:

- Federal eRulemaking Docket: Go to http://www.regulations.gov. Follow the online instructions for sending your comments electronically.
- Fax: 202-493-2251.
- Mail: Send comments to the U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590-0001.
- Hand Delivery: Deliver to the "Mail" address between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

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, the economic evaluation, any comments received, and other information. The street address for the Docket Operations Office (telephone 800-647-5527) is in the ADDRESSES section. Comments will be available in the AD docket shortly after receipt.

For service information identified in this AD, contact Bell Helicopter Textron, Inc., P.O. Box 482, Fort Worth, TX 76101; telephone (817) 280-3391; fax (817) 280-6466; or at www.bellcustomer.com/. You may review service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

FOR FURTHER INFORMATION CONTACT: Michael Kohner, Aviation Safety Engineer, Rotorcraft Certification Office, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5170; email 7-AVS-ASW-170@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

This AD is a final rule that involves requirements affecting flight safety, and we did not provide you with notice and an opportunity to provide your comments prior to it becoming effective. However, we invite you to participate in this rulemaking by submitting written comments, data, or views. We also invite comments relating to the economic, environmental, energy, or federalism impacts that resulted from adopting this AD. The most helpful comments reference a specific portion of the AD, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should send only one copy of written comments, or if comments are filed electronically, commenters should submit them only one time. We will file in the docket all comments that we receive, as well as a report summarizing each substantive public contact with FAA personnel concerning this rulemaking during the comment period. We will consider all the comments we receive and may conduct additional rulemaking based on those comments.

Discussion

On April 22, 2008, we issued AD 2008-10-03, Amendment 39-15509 (73 FR 24858, May 6, 2008) for Bell Model 204B, 205A, 205A-1, 205B, 210, 212, 412, 412CF, and 412EP helicopters. AD 2008-10-03 required certain checks and inspections of each T/R blade at specified intervals and repairing or replacing, as applicable, any unairworthy T/R blade. AD 2008-10-03 was prompted by eight reports of fatigue cracking of T/R blades installed on Bell Model 212 and 412 helicopters (three failures on the Bell Model 212 and five failures on the Bell Model 412) with a T/R blade, part number (P/N) 212-010-750-009, -105, and -107. Three of the Model 412 failures occurred during flight.

Actions Since AD 2008-10-03 Was Issued

Since we issued AD 2008-10-03 (73 FR 24858, May 6, 2008), an accident attributed to a T/R failure occurred. Because of this accident, we have determined that a superseding AD is necessary to require a second, more detailed inspection that allows for an earlier detection of a crack or other damage. These actions are intended to prevent failure of T/R blade and subsequent loss of helicopter control.

This superseding AD does not apply to Model 204B helicopters because those helicopters do not have the affected T/R blades installed and should not have been included in the applicability of AD 2008-10-03. We are no longer requiring a daily check of the T/R blades because we have determined that the additional, more detailed inspection and the sequence of the inspections provide an appropriate level of safety.

FAA's Determination

We are issuing this AD because we evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of these same type designs.

Related Service Information

On February 4, 2013, Bell issued Alert Service Bulletin (ASB) No. 205-13-109 for Model 205A and 205A-1 helicopters; ASB No. 205B-13-61 for Model 205B helicopters; ASB No. 212-13-147 for Model 212 helicopters; ASB 412-13-155 for Model 412 and 412EP helicopters; and ASB No. 412CF-13-52 for 412CF helicopters. All ASBs are dated February 4, 2013. Bell reported that it recently examined a fractured T/R blade and that the fracture originated from surface damage. ASB No. 205-13-109, No. 205B-13-61, and No. 412CF-13-52 describe procedures for a 3X magnifying glass inspection of the entire T/R blade surface for damage every 25 hours time-in-service (TIS), similar to that required by AD 2008-10-03 (73 FR 24858, May 6, 2008). ASB No. 212-13-147 and No. 412-13-155 do not include this 3X visual inspection, because that inspection has been incorporated into the maintenance manual for these models. All five of the ASBs introduce an additional local visual inspection with a10X magnifying glass of each T/R blade between blade station 20.00 to 35.00 from the leading edge to the trailing edge. Bell added a reminder to operators that it is critical to investigate any paint and skin imperfections should the inspection warrant such action. If any skin damage exceeds the limits in the applicable Maintenance Manual, the ASBs call for removing the T/R blade from service.

AD Requirements

This AD supersedes AD 2008-10-03 (73 FR 24858, May 6, 2008) and requires for any Model 205A, 205A-1, 205B, 210, 212, 412, 412CF, and 412EP helicopter with certain T/R blades the following actions:

Within 25 hours TIS or 30 days, whichever occurs first, and thereafter at intervals not to exceed 25 hours TIS or 30 days, whichever occurs first, cleaning and visually inspecting each T/R blade assembly for a crack, corrosion, nick, scratch, or dent using a 3X or higher power magnifying glass and a bright light; and

Visually inspecting certain parts of each T/R blade for a crack or other damage using a 10X or higher power magnifying glass and a bright light, and if damage exists, measuring the depth of any damage.

Before further flight, replacing any cracked T/R blade and repairing or replacing any damaged T/R blade.

Replacing a blade with T/R blade, P/N 412-016-100-111, on eligible helicopters is terminating action for the inspection requirements of this AD.

Differences Between the AD and the Service Information

This AD differs from the ASBs because we include Model 210 helicopters. The Model 210 helicopter has the same part-numbered blades as the other applicable helicopter models.

Costs of Compliance

We estimate that this AD affects 80 helicopters of U.S. Registry and that labor costs average $85 per work-hour. Based on these estimates, we expect the following costs to comply with this AD:

Visually inspecting a blade (2 per helicopter) for a crack or other damage will require .25 work-hour. No parts are needed. For the expected 12 annual inspections, the total cost per helicopter will be $510 a year, and $40,800 for the U.S. fleet.

Replacing a T/R assembly will require 6 work-hours for a labor cost of $510. Parts will cost $23,048, bringing the total cost to $23,558 per helicopter.

According to the Bell's service information, some of the cost may be covered under warranty, thereby reducing the cost impact on affected individuals. We do not control the warranty coverage by Bell. Accordingly, we have included all costs in our cost estimate.

FAA's Justification and Determination of the Effective Date

Providing an opportunity for public comments prior to adopting these AD requirements would delay implementing the safety actions needed to correct this known unsafe condition. Therefore, we find that the risk to the flying public justifies waiving notice and comment prior to the adoption of this rule because the required corrective actions must be accomplished within 25 hours TIS or 30 days, whichever comes first, a very short time period based on the average flight-hour utilization rate of these helicopters. These helicopters are typically used for logging, firefighting, and lifting and carrying external loads.

Since an unsafe condition exists that requires the immediate adoption of this AD, we determined that notice and opportunity for public comment before issuing this AD are impracticable and that good cause exists for making this amendment effective in less than 30 days.

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.

Regulatory Findings

We 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, I certify that this AD:

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);

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.

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 removing airworthiness directive (AD) 2008-10-03, Amendment 39-15509 (73 FR 24858, May 6, 2008), and adding the following new AD:

2013-15-02 BELL HELICOPTER TEXTRON: Amendment 39-17518; Docket No. FAA-2013-0639; Directorate Identifier 2013-SW-020-AD.

(a) Applicability

This AD applies to Bell Helicopter Textron (Bell) Model 205A, 205A-1, 205B, 210, 212, 412, 412CF, and 412EP helicopters with a tail rotor blade assembly (T/R blade), part number (P/N) 210-010-001-(all dash numbers) or 212-010-750-(all dash numbers), certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as fatigue cracking of a T/R blade, which could lead to failure of the T/R blade and subsequent loss of control of the helicopter.

(c) Affected ADs

This AD supersedes AD No. 2008-10-03, Amendment 39-15509 (73 FR 24858, May 6, 2008).

(d) Effective Date

This AD becomes effective August 14, 2013.

(e) 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.

(f) Required Actions

(1) Within 25 hours time-in-service (TIS) or 30 days, whichever occurs first, and thereafter at intervals not to exceed 25 hours TIS or 30 days, whichever occurs first:

(i) Clean each T/R blade by hand using a mild soap and cheesecloth (C-486) on both sides of the blade in a spanwise direction and dry thoroughly.

(ii) Using a 3X or higher power magnifying glass and a bright light, visually inspect the T/R blade skins, leading edge spar, doublers, grip plates, and trailing edge on both sides of each blade for a crack, corrosion (may be indicated by blistering, peeling, flaking, bubbling, or cracked paint), a nick, scratch, dent, or other damage. Pay particular attention to both sides of the T/R blade in the area located 16 to 35 inches from the T/R blade tip (blade station 20.00 to 35.00–the T/R blade tip is located at blade station 51) as shown by the shaded area of Figure 1 of Bell Alert Service Bulletin (ASB) No. 205-13-109; ASB No. 205B-13-61; ASB No. 212-13-147; ASB 412-13-155; or ASB No. 412CF-13-52, all dated February 4, 2013, as applicable to your helicopter. Also, pay particular attention to the inboard blade butt area near the attachment of the external balance weight and screws, and to any blade surface that was snagged by cheesecloth, as that may be an indication of a crack or paint chip that could lead to corrosion.

Note 1 to Paragraph (f) of this AD: Figure 1 of the Bell ASB No. 205-13-109; ASB No. 205B-13-61; ASB No. 212-13-147; ASB 412-13-155; and ASB No. 412CF-13-52, all dated February 4, 2013, show the shaded area as part of the 10X inspection only. This AD requires the shaded area to be inspected during both the 3X and 10X inspections.

(iii) Using a 10X or higher magnifying glass and a bright light, visually inspect both sides of each blade for a crack or other damage between blade station 20.00 to 35.00 as shown by the shaded area of Figure 1 of Bell ASB No. 205-13-109; ASB No. 205B-13-61; ASB No. 212-13-147; ASB 412-13-155; or ASB No. 412CF-13-52, all dated February 4, 2013, as applicable to your helicopter.

(iv) If any blistering, peeling, flaking, bubbling, or cracked paint is detected anywhere on the blade, remove the paint from the affected area by sanding in a spanwise direction with abrasive cloth or paper (C-406) 240-grit or finer, and a final sanding using abrasive cloth or paper (C-406) 400-grit or finer. Visually inspect the affected area for any corrosion or a crack using a 10X or higher magnifying glass and a bright light. If any corrosion is found, measure the depth of the damage. (A digital optical micrometer is one tool that can be used for this measurement.)

(v) If a nick, scratch, or dent is found anywhere on the blade, visually inspect for a crack using a 10X or higher power magnifying glass and a bright light. Measure the depth of the damage. (A digital optical micrometer is one tool that can be used for this measurement.)

(2) Before further flight:

(i) Replace with an airworthy blade any T/R blade that has a crack or that has any corrosion, nick, scratch, dent, or other damage that exceeds any of the maximum repair limits.

(ii) Repair or replace with an airworthy blade any T/R blade that has any corrosion, nick, scratch, dent or other damage that is within the maximum repair limits.

(3) Replacing a T/R blade with T/R blade, P/N 412-016-100-111, on eligible helicopter models is considered terminating action to this AD.

(g) Special Flight Permit

Special flight permits are prohibited.

(h) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Rotorcraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Michael Kohner, Aviation Safety Engineer, Rotorcraft Certification Office, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5170; email 7-AVS-ASW-170@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.

(i) Subject

Joint Aircraft Service Component (JASC) Code: 6410, Tail Rotor Blades.

(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) Bell ASB No. 205-13-109, dated February 4, 2013.

(ii) Bell ASB No. 205B-13-61, dated February 4, 2013.

(iii) Bell ASB No. 212-13-147, dated February 4, 2013.

(iv) Bell ASB No. 412-13-155, dated February 4, 2013.

(v) Bell ASB No. 412CF-13-52, dated February 4, 2013.

(3) For Bell service information identified in this AD, contact Bell Helicopter Textron, Inc., P.O. Box 482, Fort Worth, TX 76101; telephone (817) 280-3391; fax (817) 280-6466; or at www.bellcustomer.com/.

(4) You may view this service information that is incorporated by reference in the AD Docket on the Internet at http://www.regulations.gov.

(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 Fort Worth, Texas, on July 11, 2013.

Kim Smith,
Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.

[Federal Register Volume 79, Number 118 (Thursday, June 19, 2014)]
[Rules and Regulations]
[Pages 35037-35041]
From the Federal Register Online via the Government Printing Office [www.gpo.gov]
[FR Doc No: 2014-13835]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2012-0415; Directorate Identifier 2008-SW-065-AD; Amendment 39-17865; AD 2014-12-04]

RIN 2120-AA64

Airworthiness Directives; Bell Helicopter Textron, Inc. (BHTI) Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are superseding Airworthiness Directive (AD) 2003-01-04 for BHTI Model 204B, 205A, 205A-1, 205B, and 212 helicopters. AD 2003-01-04 required inspecting the main rotor grip (grip) and reporting certain inspection results to the FAA. AD 2003-01-04 also required performing additional inspections, repair, or replacement depending on whether a crack or delamination was found, and determining and recording the hours time-in-service (TIS) and the engine start/stop cycles for each grip on a component history card or equivalent record. This new AD requires the same actions as AD 2003-01-04 but adds a retirement life to certain grips and expands the applicability to include the Model 210 helicopter and additional part-numbered grips. This AD was prompted by the discovery of additional cracked grips. We are issuing this AD to prevent failure of a grip, separation of a main rotor blade, and subsequent loss of control of the helicopter.

DATES: This AD is effective July 24, 2014.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of January 30, 2003 (68 FR 1955, January 15, 2003).

ADDRESSES: For service information identified in this AD, contact BHTI, P.O. Box 482, Fort Worth, TX 76101, telephone (817) 280-3391, fax (817) 280-6466, or at http://www.bellcustomer.com/files/. You may view this 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: Michael Kohner, Aviation Safety Engineer, Rotorcraft Certification Office, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5170, fax (817) 222-5783, email mike.kohner@faa.gov or 7-avs-asw-170@faa.gov.

SUPPLEMENTARY INFORMATION:

Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to supersede AD 2003-01-04, Amendment 39-13015 (68 FR 1955, January 15, 2003) (AD 2003-01-04). AD 2003-01-04 applied to certain BHTI Model 204B, 205A, 205A-1, 205B, and 212 helicopters. AD 2003-01-04 required inspecting each grip, reporting certain inspection results to the FAA, and performing additional inspections, repair, or replacement depending on whether a crack or delamination was found. AD 2003-01-04 also required determining and recording the hours TIS and the engine start/stop cycles for each grip on a component history card or equivalent record.

The NPRM published in the Federal Register on April 20, 2012 (77 FR 23638) and proposed to require the same actions as AD 2003-01-04 but add a retirement life to certain grips and expand the applicability to include the Model 210 helicopter and additional part-numbered grips. Specifically, the NPRM proposed:

- Within 10 hours TIS, determining and recording the hours TIS and the engine start/stop cycles for each grip on a component history card or equivalent record.
- Within 10 hours TIS and thereafter at intervals not to exceed 25 hours TIS, visually inspecting the exposed surfaces of the upper and lower tangs of each grip for a crack, using a 10-power or higher magnifying glass.
- At specified intervals, depending on the hours TIS or the engine start/stop cycles, conducting initial and repetitive ultrasonic (UT) inspections of each grip.
- At intervals not to exceed 1,200 hours TIS or 24 months, whichever occurs first, inspecting each buffer pad on the tang inner surfaces for delamination, and removing the buffer pad and inspecting the grip surface for corrosion and other damage if there is delamination.
- Within 2,400 hours TIS or at the next overhaul of the main rotor hub, whichever occurs first, and thereafter at intervals not to exceed 2,400 hours TIS, inspecting the surface of each affected grip for corrosion or other damage and conducting a fluorescent penetrant inspection of the grip for a crack.
- Before further flight, repairing or replacing any grip that has a crack, corrosion, or other damage.
- Before further flight, removing any grip, part number (P/N) 204-011-121-009 or ASI-4011-121-9, that has 15,000 or more hours TIS; and removing any grip, P/N 204-011-121-121, that has 25,000 or more hours TIS.
- Establishing a new retirement life of 15,000 hours TIS for grip, P/N 204-011-121-009 or ASI-4011-121-9, and 25,000 hours TIS for grip, P/N 204-011-121-121.

This AD was prompted by the discovery of additional cracked grips. We are issuing this AD to prevent failure of a grip, separation of a main rotor blade, and subsequent loss of control of the helicopter.

Comments

After our NPRM (77 FR 23638, April 20, 2012) was published, we received comments from six commenters.

Request

Alpine Helicopters Ltd., Eagle Copters Ltd., Wildcat Helicopters, Inc., and two commenters from BHTI disagreed with the proposed life limit because the inspection procedures are sufficient to detect a crack in the grips.

We do not agree. The life limits for the -009 and -121 grips are necessary to correct the unsafe condition. While the UT inspections of the grips have increased the level of safety because grips have been discovered with a crack using this technique, we disagree with relying solely on the repetitive UT inspections of the lower grip tang without establishing a retirement life. Using a safety-by-inspection approach for a critical component has been shown to have an inherent amount of risk. Early failures of these grips, which have not been attributed to mechanical or other damage, have indicated the need to establish a retirement life to avoid possible cracking in the future.

Eagle Copters, Ltd., and Wildcat Helicopters, Inc., requested that we consider implementing shorter inspection intervals or a higher level of training and experience to complete the inspections.

We disagree because we do not believe shorter inspection intervals or a higher level of training would provide an adequate long term solution to correct the unsafe condition. The risk of the onset of fatigue cracking in a grip from other than induced damage and its subsequent failure continually increases the further the part's safe-life (retirement life) is exceeded.

Eagle Copters Ltd., Wildcat Helicopters, Inc., Alpine Helicopters Ltd., and one commenter from BHTI expressed concern that a sufficient number of replacement parts will not be available. Eagle Copters Ltd., and Wildcat Helicopters, Inc., specifically requested that affected grips with no known time-in-service be allowed to remain in service for up to 3 years.

We disagree. While every effort is made to avoid grounding of aircraft, the FAA must nonetheless take action to correct an unsafe condition, such as the one in this case.

Eagle Copters, Ltd., and Wildcat Helicopters Inc., requested that we increase the retirement life of the grips. Eagle Copters, Inc. requested that we increase the retirement life of the -009 grip from 15,000 hours TIS to 25,000 hours TIS, because a life limit of 15,000 hours TIS is not justified based on service history of the -009 grip. Wildcat Helicopters, Inc., requested that we increase the retirement life of the -009 and -121 grip to 30,000 hours TIS.

Similarly, Satria Air Service (SAS) requested that we conduct further research on these failures and questioned our calculation of the proposed life limits. SAS stated that the proposed retirement life for the -121 grip is higher than the -009 grip even though the -121 grip is more prone to failure, which would indicate the need for a lower retirement life. SAS further stated that in a recent failure, the -121 grip had only accumulated 4,900 hours TIS, which is less than the proposed retirement life of 25,000 hours TIS. SAS also noted the 150 hour TIS repetitive inspection interval of the -121 grip is lower than the 400 hour TIS repetitive inspection interval for the -009 grip, which indicates there is a reason for the shorter inspection interval on the -121 grip.

We disagree with the request to increase the life limits of the grips, as this would not provide an acceptable level of safety in addressing the unsafe condition. The retirement lives for the -009 and -121 grips were determined using a crack initiation methodology (e.g., using the S-N curves and Miner's Rule). This method accounts for damage induced by fatigue loading but does not account for flaws and defects due to manufacturing or in-service conditions. The apparent discrepancy raised by the commenters can be explained by different sets of material properties being used to determine the retirement lives and inspection intervals for the grips. The material for the -121 grips was originally changed because of stress corrosion cracking that was occurring in the barrel of the -009 grips. Different materials will have varying levels for susceptibility to different types of damage. A more "failure prone" component may not necessarily warrant a lower retirement life. Early failures can

occur from a crack initiating from damage induced by other than fatigue. Several of the failed -121 grips were also found with cracking at multiple origins. This would explain the apparent discrepancy of -121 grips having a shorter interval for UT inspections but yet a higher retirement life.

SAS requested that we change the proposed method for calculating the life of a grip with an unknown total of hours TIS, as it is impractical because grips are often in storage as spare parts or as a subcomponent of a main rotor hub assembly which may have been out of service. The commenter suggested assigning a fixed high time to a time since new unknown part, to allow an operator to plan for replacement at the next scheduled overhaul.

We partially agree. We agree that establishing a realistic in-service life for a component which is currently unlimited and only required to be replaced when damaged or corroded beyond repair is difficult. We disagree that the proposed method should be changed, however, because it is the same method as that in AD 2003-01-04 (68 FR 1955, January 15, 2003); only the number of hours TIS have been revised with our proposal. As far as allowing an operator time to plan for replacing a part, the proposed life limits are based on the actions we determine necessary to address the unsafe condition.

FAA's Determination

We have reviewed the relevant information, considered the comments received, and determined that an unsafe condition exists and is likely to exist or develop on other helicopters of these same type designs and that air safety and the public interest require adopting the AD requirements as proposed except for minor editorial changes. In paragraph (a) of this AD, the reference to "the following model helicopters" has been changed to reference "the model helicopters listed in Table 1 to Paragraph (a) of this AD" instead. "Figure 1 to Paragraph (f)" has been changed to reference "Figure 1 to Paragraphs (f)(2)(ii) and (f)(4)(ii)." "Table 2 to Paragraph (f)" has been changed to reference "Table 2 to Paragraph (f)(3)." "Note 1 to Paragraph (f)" has been changed to reference "Note 1 to Paragraph (f)(3)." "Note 2 to Paragraph (f)" has been changed to reference "Note 2 to Paragraph (f)(4)." These minor editorial changes are consistent with the intent of the proposals in the NPRM (77 FR 23638, April 20, 2012) and will not increase the economic burden on any operator nor increase the scope of this AD.

Related Service Information

We reviewed the following BHTI service information:

- Operations Safety Notices 204-85-6, 205-85-9, and 212-85-13, all dated November 14, 1985, (one notice with 3 identification numbers), which describe a grip with a crack in the lower tang that was returned by an operator;
- Alert Service Bulletin (ASB) No. 212-94-92, Revision A, dated March 13, 1995, which describes procedures for inspection and overhaul requirements of certain grips;
- ASB No. 204-02-58, dated November 26, 2002; ASB No. 205-02-88, dated November 26, 2002; and ASB No. 210-08-02, dated September 10, 2008. These ASBs specify a UT inspection of certain grips;
- ASB No. 205B-02-39, Revision B, dated November 22, 2002, and ASB No. 212-02-116, Revision A, dated October 30, 2002, which specify a UT inspection of certain grips and include the Nondestructive Inspection Procedure, Log No. 00-340, Revision E, dated April 9, 2002; and
- Information Letter 204-08-23, 205-08-38, 205B-08-21, and 212-08-62, Revision A, dated July 23, 2008 (one letter issued with 4 identification numbers), which describes a new, improved replacement grip, P/N 204-011-121-125, that would not require the repetitive UT inspections and would have a retirement life of 25,000 hours TIS or a 500,000 Retirement Index Number (RIN), whichever comes first.

Differences Between This AD and the Service Information

This AD requires life limits for grip P/Ns 204-011-121-009, 204-011-121-121, and ASI-4011-121-9. The manufacturer's service bulletins do not specify a service life for these grips. Also, this AD applies to grip P/N ASI-4011-121-9, which is produced under an FAA parts manufacturing approval, and the manufacturer's service bulletins do not address this particular grip.

Costs of Compliance

We estimate that this AD will affect 700 helicopters of U.S. registry, and it will take approximately 7 work hours to create and maintain the records, 6.25 work hours to conduct the inspections, and 20 work hours to replace a set of grips at an average labor rate of $85 per work hour. Required parts cost approximately $56,385 for a replacement set of grips. Based on these figures, we estimate the total cost impact of this AD on U.S. operators to be $6,596,875 for the entire fleet, assuming the grip set (2 grips) is replaced on 100 helicopters.

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.

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 removing Airworthiness Directive (AD) 2003-01-04 (68 FR 1955, January 15, 2003), and adding the following new AD:

2014-12-04 Bell Helicopter Textron, Inc. (BHTI): Amendment 39-17865; Docket No. FAA-2012-0415; Directorate Identifier 2008-SW-065-AD.

(a) Applicability

This AD applies to the model helicopters listed in Table 1 to Paragraph (a) of this AD with the listed part-numbered main rotor grips installed, certificated in any category:

Table 1 to Paragraph (a)–Helicopter Model and Main Rotor Grip (Grip) Part Numbers Affected

Model	With the following grip part number (P/N)
204B	204-011-121-005 if the grip was ever installed on a Model 205B helicopter.
204B, 205A, and 205A-1	204-011-121-009, -117, -121 or ASI-4011-121-9.
205A and 205A-1	204-011-121-005 or -113 if the grip was ever installed on a Model 205B helicopter.
205B	204-011-121-005, -009, -113, -117, or -121.
210	204-011-121-009 or -121.
212	204-011-121-009, -121, or ASI-4011-121-9.

(b) Unsafe Condition

This AD defines the unsafe condition as a crack in the main rotor grip (grip), which could result in failure of a grip, separation of a main rotor blade, and subsequent loss of control of the helicopter.

(c) Affected AD

This AD supersedes AD 2003-01-04, Amendment 39-13015 (68 FR 1955, January 15, 2003).

(d) Effective Date

This AD becomes effective July 24, 2014.

(e) 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.

(f) Required Actions

(1) Within 10 hours time-in-service (TIS), create a component history card or equivalent record and determine and record the total hours TIS for each grip. If the total hours TIS cannot be determined from the helicopter records, assume and record 50 hours TIS for each month for which the hours cannot be determined. Continue to count and record the hours TIS and begin to count and record the number of times the helicopter engine(s) are started (engine start/stop cycles).

(2) Within 10 hours TIS, and thereafter at intervals not to exceed 25 hours TIS, without removing the main rotor blades:

(i) Clean the exposed surfaces of the upper and lower tangs of each grip with denatured alcohol, and wipe dry.

(ii) Using a 10-power or higher magnifying glass, visually inspect the exposed surfaces of the upper and lower tangs of each grip for a crack. Pay particular attention to the lower surface of each lower grip tang from the main rotor blade bolt-bushing flange to the leading and trailing edge of each grip tang as depicted in Figure 1 to Paragraphs (f)(2)(ii) and (f)(4)(ii) of this AD.

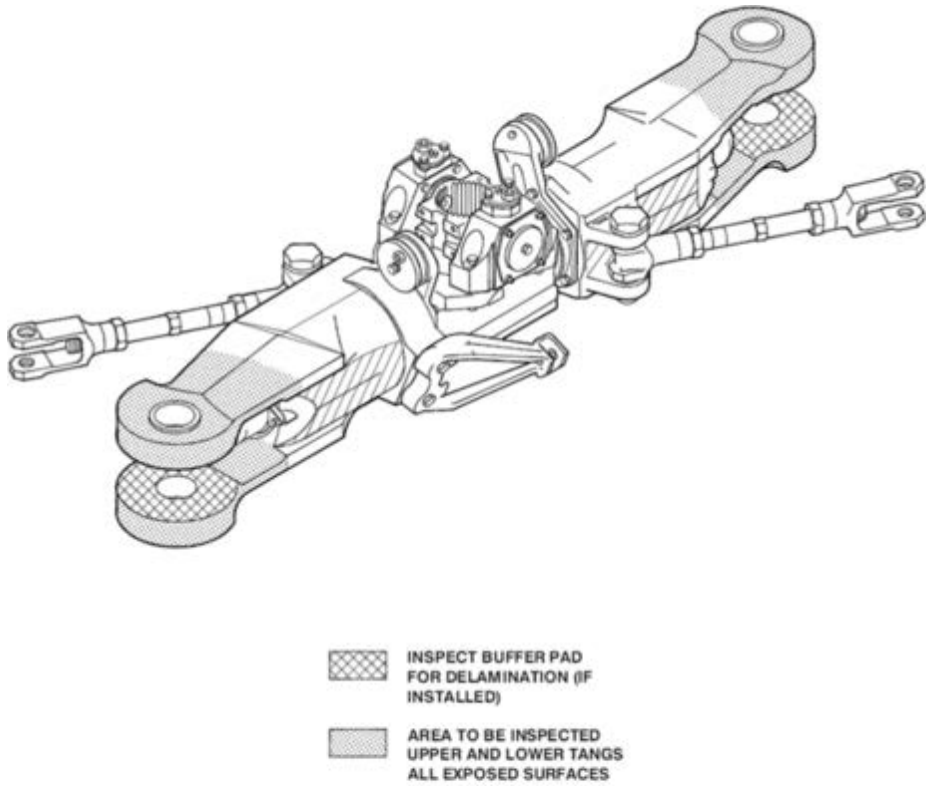

Figure 1 to Paragraphs (f)(2)(ii) and (f)(4)(ii)
Inspection of Main Rotor Hub Grip Tangs

(3) At the intervals shown in Table 2 to Paragraph (f)(3) of this AD, ultrasonic (UT) inspect each grip in accordance with the Bell Helicopter Textron Nondestructive Inspection Procedure, Log No. 00-340, Revision E, dated April 9, 2002. The UT inspection of the grip must be performed by a Non-Destructive Testing (NDT) UT Level I Special, Level II, or Level III inspector who is qualified under the guidelines established by MIL-STD-410E, ATA Specification 105, AIA-NAS-410, or an FAA-accepted equivalent for qualification standards of NDT Inspection/Evaluation Personnel.

Table 2 to Paragraph (f)(3)–Ultrasonic Inspection Intervals

UT inspect grip, P/N:	Within 30 days, or the following hours TIS for the grip, whichever occurs later:	Thereafter, at intervals not to exceed the following hours TIS or engine start/stop cycles, whichever occurs first:	
		Hours TIS	Engine start/stop cycles
204-011-121-009 or ASI-4011-121-9	4,000	400	1,600
204-011-121-121	500	150	600
204-011-121-005 or -113, if the grip was EVER installed on a Model 205B helicopter	4,000	400	1,600
204-011-121-117, if the grip was NEVER installed on a Model 205B helicopter	4,000	150	600
204-011-121-117, if the grip was EVER installed on a Model 205B helicopter	500	150	600

Note 1 to Paragraph (f)(3) of this AD: You can find the Nondestructive Inspection Procedure attached to BHTI Alert Service Bulletin (ASB) No. 205B-02-39, Revision B, dated November 22, 2002, or BHTI ASB No. 212 02-116, Revision A, dated October 30, 2002.

(4) At intervals not to exceed 1,200 hours TIS or 24 months, whichever occurs first:

(i) Remove each main rotor blade, and

(ii) Inspect each grip buffer pad on the inner surfaces of each grip tang for delamination as depicted in Figure 1 to Paragraphs (f)(2)(ii) and (f)(4)(ii) of this AD. If there is any delamination, remove the buffer pad and inspect the grip surface for corrosion or other damage.

Note 2 to Paragraph (f)(4) of this AD: This inspection interval coincides with the main rotor tension-torsion strap replacement times.

(5) Within 2,400 hours TIS, or at the next overhaul of the main rotor hub, whichever occurs first, and thereafter at intervals not to exceed 2,400 hours TIS:

(i) Remove each main rotor blade.

(ii) Remove each grip buffer pad (if installed) from the inner surfaces of each grip tang.

(iii) Visually inspect the grip tang surfaces for corrosion or other damage.

(iv) Fluorescent-penetrant inspect the grip for a crack, paying particular attention to the upper and lower grip tangs. When inspecting any grip, P/N 204-011-121-005, -009, -113, or ASI-4011-121-9, pay particular attention to the leading and trailing edges of the grip barrel.

(6) Before further flight:

(i) Replace any cracked grip with an airworthy grip.

(ii) Replace any grip with any corrosion or other damage with an airworthy grip, or repair the grip if the corrosion or other damage is within maximum repair damage limitations.

(iii) Replace any grip, P/N 204-011-121-009 or ASI-4011-121-9, which has been in service for 15,000 or more hours TIS.

(iv) Replace any grip, P/N 204-011-121-121, which has been in service for 25,000 or more hours TIS.

(7) Revise the Airworthiness Limitations sections of the applicable maintenance manuals or the Instructions for Continued Airworthiness (ICAs) by establishing a new retirement life of 15,000 hours TIS for grip P/N 204-011-121-009 or ASI-4011-121-9, and 25,000 hours TIS for grip P/N 204-011-121-121, by making pen and ink changes or inserting a copy of this AD into the applicable maintenance manual or ICAs.

(8) Record a 15,000 hours TIS life limit for each grip P/N 204-011-121-009 or ASI-4011-121-9, and a 25,000 hours TIS life limit for each grip P/N 204-011-121-121, on the applicable component history card or equivalent record.

(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Rotorcraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Michael Kohner, Aviation Safety Engineer, Rotorcraft Certification Office, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5170, fax (817) 222-5783, email mike.kohner@faa.gov or 7-avs-asw-170@faa.gov.

(2) For operations conducted under a Part 119 operating certificate or under 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.

(h) Additional Information

(1) BHTI ASB No. 212-94-92, Revision A, dated March 13, 1995; BHTI ASB No. 212-02-116, Revision A, dated October 30, 2002; BHTI 205B-02-39, Revision B, dated November 22, 2002; BHTI ASB No. 204-02-58 and ASB No. 205-02-88, both dated November 26, 2002; BHTI ASB No. 210-08-02, dated September 10, 2008; BHTI Operations Safety Notice 204-85-6, 205-85-9, and 212-85-13, all dated November 14, 1985; and BHTI Information Letter, 204-08-23, 205-08-38, 205B-08-21, and 212-08-62, Revision A, dated July 23, 2008; none of which are incorporated by reference, contain additional information about the subject of this AD.

(2) For service information identified in this AD, contact BHTI, P.O. Box 482, Fort Worth, TX 76101, telephone (817) 280-3391, fax (817) 280-6466, or at http://www.bellcustomer.com/files/. You may review copies of this information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(i) Subject

Joint Aircraft Service Component (JASC) Code: 6220: Main Rotor Head.

(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.

(3) The following service information was approved for IBR on January 30, 2003 (68 FR 1955, January 15, 2003).

(i) Bell Helicopter Textron Nondestructive Inspection Procedure, Log No. 00-340, Revision E, dated April 9, 2002.

(ii) Reserved.

(4) For Bell Helicopter Textron service information identified in this AD, contact BHTI, P.O. Box 482, Fort Worth, TX 76101, telephone (817) 280-3391, fax (817) 280-6466, or at http://www.bellcustomer.com/files/.

(5) You may view this service information that is incorporated by reference at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(6) You may also 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 Fort Worth, Texas, on June 4, 2014.
Lance T. Gant,
Acting Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.

[Federal Register Volume 78, Number 125 (Friday, June 28, 2013)]
[Rules and Regulations]
[Pages 38826-38828]
From the Federal Register Online via the Government Printing Office [www.gpo.gov]
[FR Doc No: 2013-14842]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2013-0521; Directorate Identifier 2013-SW-010-AD; Amendment 39-17486; AD 2013-06-51]

RIN 2120-AA64

Airworthiness Directives; Various Helicopter Models

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule; request for comments.

SUMMARY: We are publishing a new airworthiness directive (AD) for various model helicopters with certain part-numbered and serial-numbered Goodrich externally-mounted hoists installed. This AD requires performing a cable conditioning lift and a load inspection test, deactivating or replacing any hoist that fails the load inspection test, and recording the results of the load inspection test. This AD is prompted by a report of a failure of the overload clutch resulting in an in-flight failure of a hoist containing a dummy load during a maintenance flight. These actions are intended to detect conditions that may result in failure of the hoist and injury to persons being lifted.

DATES: This AD becomes effective July 15, 2013 to all persons except those persons to whom it was made immediately effective by Emergency AD (EAD) No. 2013-06-51, issued on March 25, 2013, which contained the requirements of this AD.

The Director of the Federal Register approved the incorporation by reference of a certain document listed in this AD as of July 15, 2013.

We must receive comments on this AD by August 27, 2013.

ADDRESSES: You may send comments by any of the following methods:

- Federal eRulemaking Docket: Go to http://www.regulations.gov. Follow the online instructions for sending your comments electronically.
- Fax: 202-493-2251.
- Mail: Send comments to the U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590-0001.
- Hand Delivery: Deliver to the "Mail" address between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

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, the economic evaluation, any comments received, and other information. The street address for the Docket Operations Office (telephone 800-647-5527) is in the ADDRESSES section. Comments will be available in the AD docket shortly after receipt.

For service information identified in this AD, contact: Goodrich Corporation, Sensors & Integrated Systems (SIS-CA), Brea, CA 92821; telephone (714) 984-1461; http://www.goodrich.com/Goodrich. 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.

FOR FURTHER INFORMATION CONTACT: Matt Wilbanks, Aviation Safety Engineer, Regulations and Policy Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email matt.wilbanks@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

This AD is a final rule that involves requirements affecting flight safety, and we did not provide you with notice and an opportunity to provide your comments prior to it becoming effective. However, we invite you to participate in this rulemaking by submitting written comments, data, or views. We also invite comments relating to the economic, environmental, energy, or federalism impacts that resulted from adopting this AD. The most helpful comments reference a specific portion of the AD, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should send only one copy of written comments, or if comments are filed electronically, commenters should submit them only one time. We will file in the docket all comments that we receive, as well as a report summarizing each substantive public contact with FAA personnel concerning this rulemaking during the comment period. We will consider all the comments we receive and may conduct additional rulemaking based on those comments.

Discussion

We are issuing this AD to publish EAD No. 2013-06-51, issued on March 25, 2013, which was for helicopter models with certain part-numbered and serial-numbered Goodrich externally-mounted hoists. EAD No. 2013-06-51 was prompted by an incident that occurred during a maintenance check of a rescue hoist that lost the ability to hold the load at maximum rated capacity, causing the test load to strike the ground. A Eurocopter Deutschland GmbH (ECD) Model MBB-BK 117 C-2 helicopter picked up a dummy load of 552 lbs. to conduct a "maximum load cycle" on the rescue hoist. Initially, the cable reeled out and stopped as commanded by the winch operator; however, the cable continued to reel-out without further command by the winch operator, causing the dummy load to strike the ground. Examination of the affected hoist determined that the overload clutch had failed. EAD No. 2013-06-51 requires performing a cable conditioning lift, performing a load inspection test, and recording the results on the hoist component history card or equivalent record. The actions of EAD No. 2013-06-51 were intended to detect conditions that may result in failure of the hoist and injury to persons being lifted.

EAD No. 2013-06-51 was prompted by AD No. 2013-0065-E, issued March 14, 2013 (2013-0065-E), and superseded with AD No. 2013-0077-E, issued March 22, 2013, by the European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the

European Union. EASA issued AD 2013-0065-E to correct an unsafe condition for helicopters with certain part-numbered and serial-numbered Goodrich hoists installed. EASA advised of the report that an ECD Model MBB-BK 117 C-2 helicopter experienced an incident of its rescue hoist containing a dummy load of 552 lbs. that reeled-out without command of the operator and impacted the ground during a maintenance check flight. Examination of the affected hoist determined that the overload clutch had failed. The overload clutch design is common to many Goodrich externally-mounted rescue hoists installed on the applicable model helicopters. EASA further stated its AD action is considered an interim action and further AD action may follow.

Since we issued EAD No. 2013-06-51, EASA revised its AD with EASA AD No. 2013-0077R1, dated March 27, 2013 (2013-0077R1). In issuing AD No. 2013-0077R1, EASA changed the initial compliance time, reduced the applicability of certain model helicopters for which no EASA approvals of the hoist installation are known, and partially adopted FAA EAD No. 2013-06-51 for those helicopter models for which the FAA is the State of Design Authority. EASA continues to consider AD No. 2013-0077R1 an interim action and further AD action may follow. You may view EASA AD 2013-0077R1 at http://www.regulations.gov by searching for and locating it in Docket No. FAA-2013-0521.

In publishing this AD, we are retaining the applicability and required actions of EAD No. 2013-06-51. As we have determined that the MD Helicopters, Inc., Model MD900 helicopter is another model helicopter on which an affected hoist may be installed, we are adding that model helicopter to the applicability. This addition does not increase the economic burden on any operator nor does it increase the scope of the AD.

FAA's Determination

These helicopters have been approved by the aviation authorities of Canada, Italy, France, and Germany and are approved for operation in the United States. Pursuant to our bilateral agreement with the European countries, EASA, their technical representative, has notified us of the unsafe condition described in the EASA AD. We are issuing this AD because we evaluated all known relevant information and determined the unsafe condition exists and is likely to exist or develop on other helicopters of these same type designs.

Related Service Information

Goodrich issued Alert Service Bulletin No. 44301-10-15, dated March 8, 2013 (ASB), for certain externally-mounted rescue hoists manufactured by Goodrich Sensors & Integrated Systems. The ASB specifies inspecting and performing an operational check of the hoist. The ASB also specifies recording the performance in the hoist log and reporting the results of the test to UTC Aerospace Systems.

AD Requirements

This AD requires compliance with specified portions of the ASB to do the following before the next flight involving a hoist operation:

- Performing a cable conditioning lift;
- Performing a load inspection test;
- Deactivating or replacing any hoist that fails the load inspection test; and
- Recording the results of the load inspection test on the hoist component history card or equivalent record.

Differences Between This AD and the EASA AD

The EASA AD applies to specific model helicopters. This AD applies to all helicopters with certain Goodrich hoists installed that are type certificated in the U.S. This AD does not contain a requirement to report results to the manufacturer. The EASA AD requires complying with specific helicopter manufacturer ASBs, and this AD requires complying with the Goodrich ASB for conducting the load inspection test.

Interim Action

We consider this AD to be an interim action. Investigation of the root cause of the clutch failure is ongoing. If final action is later identified, we might consider further rulemaking.

Costs of Compliance

We estimate that this AD will affect 1,378 helicopters of U.S. Registry. We estimate that operators may incur the following costs in order to comply with this AD. It will take about 1 work-hour to perform the lift testing at an average labor rate of $85 per work-hour, for a cost per helicopter of $85 and a total cost to U.S. operators of $117,130. If necessary, replacing the hoist will take about 0.5 work-hour and required parts will cost about $95,000, for a cost per helicopter of about $95,043.

FAA's Justification and Determination of the Effective Date

The short compliance time involved is required because risk analysis of the previously described unsafe condition indicates that failure of the hoist could result in serious injury or death if the hoist is being used for human cargo. Subsequently, the required actions must be performed before the next flight involving a hoist operation.

Since it was found that immediate corrective action was required, notice and opportunity for prior public comment before issuing this AD were impracticable and contrary to the public interest and good cause existed for making Emergency AD No. 2013-06-51 effective immediately on March 25, 2013, to all known U.S. owners and operators of the specified model helicopters. These conditions still exist and the AD is hereby published, with a minor change, 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.

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.

Regulatory Findings

We 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, 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):

2013-06-51 Various Helicopter Models With The Goodrich Hoist Installed: Amendment 39-17486; Docket No. FAA-2013-0521; Directorate Identifier 2013-SW-010-AD.

(a) Applicability

This AD applies to helicopters, certificated in any category, with an externally-mounted hoist with a part number and serial number listed in Table 1 of Goodrich Alert Service Bulletin No. 44301-10-15, dated March 8, 2013 (ASB), installed, including but not limited to the following:

(1) AgustaWestland S.p.A Model A109, A109S, A109K2, A109A, A109A II, A109C, A109E, AW109SP, AB139, AW139, AB412, and AB412 EP;

(2) Bell Helicopter Textron, Inc., Model 212, 214B, 214B-1, 214ST, 412, 412CF, and 412EP;

(3) Bell Helicopter Textron Canada, Ltd., Model 429 and 430;

(4) Eurocopter France Model AS 365 N3, AS332L2, and EC225LP;

(5) Eurocopter Deutschland GmbH Model MBB-BK 117 C-2, EC135P1, EC135T1, EC135P2, EC135T2, EC135P2+, and EC135T2+;

(6) MD Helicopters, Inc., Model MD900; and

(7) Sikorsky Aircraft Corporation Model S-61L, S-61N, S-61R, S-61NM, S-70, S-70A, S-70C, S-70C(M), S-70C(M1), S-76A, S-76B, S-76C, S-76D, and S-92A helicopters.

(b) Unsafe Condition

This AD defines the unsafe condition as failure of the overload clutch resulting in in-flight failure of the hoist, which could result in injury to persons being lifted.

(c) Affected ADs

This AD publishes EAD No. 2013-06-51, issued March 25, 2013.

(d) Effective Date

This AD becomes effective July 15, 2013 to all persons except those persons to whom it was made immediately effective by EAD No. 2013-06-51, issued March 25, 2013, which contained the requirements of this AD.

(e) 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.

(f) Required Actions

Before next flight involving a hoist operation, perform the following one-time actions:

(1) Perform a cable conditioning lift by following the Accomplishment Instructions, paragraphs 2.A. through 2.A.(2), of the ASB.

(2) Perform a load inspection test by following the Accomplishment Instructions, paragraphs 2.B. through 2.I., of the ASB. Refer to the aircraft weight and balance limitations prior to performing this test and use a balancing load if necessary to prevent helicopter rollover. Any alternate method of complying with the load inspection test must first be approved in accordance with paragraph (g) of this AD.

(3) If the hoist fails the load inspection test, deactivate or replace the hoist with an airworthy hoist.

(4) Record the result of the load inspection test on the hoist component history card or equivalent record.

(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Matt Wilbanks, Aviation Safety Engineer, Regulations and Policy Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email matt.wilbanks@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.

(h) Additional Information

The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2013-0077R1, dated March 27, 2013. You may view the EASA AD at http://www.regulations.gov by searching for and locating it in Docket No. FAA-2013-0521.

(i) Subject

Joint Aircraft Service Component (JASC) Code: 2500, Equipment/Furnishings.

(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) Goodrich Alert Service Bulletin No. 44301-10-15, dated March 8, 2013.

(ii) Reserved.

(3) For Goodrich Corporation's service information identified in this AD, contact Goodrich Corporation, Sensors & Integrated Systems (SIS-CA), Brea, CA 92821; telephone (714) 984-1461; http://www.goodrich.com/Goodrich.

(4) You may view this service information at FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. For information on the availability of this material at the FAA, call (817) 222-5110.

(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 Fort Worth, Texas, on June 13, 2013.

Kim Smith,
Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.

[Federal Register Volume 80, Number 141 (Thursday, July 23, 2015)]
[Rules and Regulations]
[Pages 43615-43617]
From the Federal Register Online via the Government Publishing Office [www.gpo.gov]
[FR Doc No: 2015-17953]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2015-2906; Directorate Identifier 2014-SW-068-AD; Amendment 39-18213; AD 2015-15-04]

RIN 2120-AA64

Airworthiness Directives; Bell Helicopter Textron, Inc.

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: We are adopting a new airworthiness directive (AD) for certain Bell Helicopter Textron, Inc. (Bell), Model 204B, 205A, 205A-1, and 212 helicopters. This AD requires removing a certain part-numbered main rotor (M/R) blade grip (grip) from service. This AD is prompted by an error in a parts manufacturer approval (PMA) that incorrectly allows installation of the grips on the Bell Model 212. The actions specified in this AD are intended to prevent grip failure, separation of the M/R blade, and subsequent loss of control of the helicopter.

DATES: This AD becomes effective August 7, 2015. We must receive comments on this AD by September 21, 2015.

ADDRESSES: You may send comments by any of the following methods:

- Federal eRulemaking Docket: Go to http://www.regulations.gov. Follow the online instructions for sending your comments electronically.
- Fax: 202-493-2251.
- Mail: Send comments to the U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590-0001.
- Hand Delivery: Deliver to the "Mail" address between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

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, the economic evaluation, any comments received, and other information. The street address for the Docket Operations Office (telephone 800-647-5527) is in the ADDRESSES section. Comments will be available in the AD docket shortly after receipt.

For Timken service information identified in this AD, contact Timken Alcor Aerospace Technologies, Inc., Aftermarket Customer Service, 3110 N. Oakland, Mesa, AZ 85215; telephone 1-480-606-3130; email timkenaftermarketsales@timken.com; or at http://www.timken.com/en-us/solutions/aerospace/aftermarket/Pages/default.aspx. You may review the referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy, Room 6N-321, Fort Worth, TX 76177.

FOR FURTHER INFORMATION CONTACT: Scott Franke, Aviation Safety Engineer, Fort Worth Aircraft Certification Office, Rotorcraft Directorate, FAA, 10101 Hillwood Pkwy, Fort Worth, TX 76177; telephone (817) 222-5170; email scott.franke@faa.gov.

SUPPLEMENTARY INFORMATION:

Comments Invited

This AD is a final rule that involves requirements affecting flight safety, and we did not provide you with notice and an opportunity to provide your comments prior to it becoming effective. However, we invite you to participate in this rulemaking by submitting written comments, data, or views. We also invite comments relating to the economic, environmental, energy, or federalism impacts that resulted from adopting this AD. The most helpful comments reference a specific portion of the AD, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should send only one copy of written comments, or if comments are filed electronically, commenters should submit them only one time. We will file in the docket all comments that we receive, as well as a report summarizing each substantive public contact with FAA personnel concerning this rulemaking during the comment period. We will consider all the comments we receive and may conduct additional rulemaking based on those comments.

Discussion

We are adopting a new AD for Bell Model 204B, 205A, 205A-1, and 212 helicopters with a grip part number (P/N) ASI-4011-121-113 installed. This AD requires removing any grip from service if the grip is currently or has ever been installed on a Bell Model 212 helicopter, or if it is unknown whether the grip has ever been installed on a Model 212 helicopter. This AD also prohibits installing grip P/N ASI-4011-121-113 on any helicopter if the grip has ever been installed on a Bell Model 212 helicopter. This AD is prompted by an error in the PMA that allows installing the subject grip on the Bell Model 212.

Grip P/N ASI-4011-121-113 is currently produced by Timken Alcor Aerospace Technologies, Inc., under a PMA as a replacement grip for Bell P/N 204-011-121-113. This approval incorrectly listed grip P/N ASI-4011-121-113 as eligible for installation on Bell Model 212 helicopters. The PMA has been revised to remove that eligibility. This grip was previously produced and sold as a replacement grip for Bell P/N 204-011-121-113 by Air Services International of Scottsdale, AZ, as P/N ASI-4011-121-113. The actions required in this AD are intended to prevent installation of an unapproved grip, which could result in grip failure, separation of the M/R blade, and subsequent loss of control of the helicopter.

FAA's Determination

We are issuing this AD because we evaluated all known relevant information and determined that the unsafe condition described previously is likely to exist in other products of these same type designs.

Related Service Information

We reviewed Timken T-700 Service Bulletin, Revision B, dated October 20, 2014. The service bulletin specifies the airworthiness life limitations and inspection interval schedule for various Timken Alcor Aerospace Technologies, Inc., replacement parts and articles.

AD Requirements

This AD requires, within 5 hours time-in-service (TIS), removing any grip P/N ASI-4011-121-113 from service if the grip is currently or has ever been installed on a Bell Model 212 helicopter. This AD also prohibits installing a grip P/N ASI-4011-121-113 on any helicopter if the grip is currently or has ever been installed on a Bell Model 212 helicopter.

Differences Between This AD and the Service Information

The Timken service bulletin provides the airworthiness limitations and inspection intervals for various life limited parts, including grip P/N ASI-4011-121-113. This AD only applies to helicopters with grip P/N ASI-4011-121-113 and requires removing the grip from service if it is currently or has ever been installed on a Bell Model 212 helicopter.

Costs of Compliance

We estimate that this AD could affect 130 helicopters of U.S. Registry. We estimate that operators may incur the following costs in order to comply with this AD. It takes about 20 work-hours to replace two M/R grips per helicopter. We estimate an average labor rate of $85 per work-hour, and a required parts cost of approximately $56,385 for two grips. Based on these figures, we estimate a total cost of $58,085 per helicopter and $7,551,050 for the U.S. fleet.

FAA's Justification and Determination of the Effective Date

Providing an opportunity for public comments prior to adopting these AD requirements would delay implementing the safety actions needed to correct this known unsafe condition. Therefore, we find that the risk to the flying public justifies waiving notice and comment prior to the adoption of this rule because the unsafe condition can adversely affect control of the helicopter and the required corrective actions must be accomplished within 5 hours TIS.

Since an unsafe condition exists that requires the immediate adoption of this AD, we determined that notice and opportunity for public comment before issuing this AD are impracticable and contrary to the public interest and that good cause exists for making this amendment effective in less than 30 days.

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.

Regulatory Findings

We determined that this AD would not have federalism implications under Executive Order 13132. This AD would 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, I certify that this AD:

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);

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):

2015-15-04 Bell Helicopter Textron, Inc. (Bell): Amendment 39-18213; Docket No. FAA-2015-2906; Directorate Identifier 2014-SW-068-AD.

(a) Applicability

This AD applies to the following helicopters, certificated in any category:

(1) Bell Model 204B, 205A, and 205A-1 helicopters, with a main rotor (M/R) blade grip (grip) part number (P/N) ASI-4011-121-113 installed, if the grip was ever installed on a Model 212 helicopter or if it is unknown whether a grip was ever installed on a Model 212 helicopter; and

(2) Bell Model 212 helicopters, with a grip P/N ASI-4011-121-113 installed.

(b) Unsafe Condition

This AD defines the unsafe condition as installation of a grip that does not meet type design. This condition could result in grip failure, separation of the M/R blade, and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective August 7, 2015.

(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

(1) Within 5 hours time-in-service, remove each grip from service.

(2) Do not install a grip listed in paragraph (a) of this AD on any helicopter.

(f) Alternative Methods of Compliance (AMOC)

(1) The Manager, Fort Worth Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Scott Franke, Aviation Safety Engineer, Fort Worth Aircraft Certification Office, Rotorcraft Directorate, FAA, 10101 Hillwood Pkwy, Fort Worth, TX 76177; telephone (817) 222-5170; email scott.franke@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

Timken T-700 Service Bulletin, Revision B, dated October 20, 2014, which is not incorporated by reference, contains additional information about the subject of this AD. For Timken service information identified in this AD, contact Timken Alcor Aerospace Technologies, Inc., Aftermarket Customer Service, 3110 N. Oakland, Mesa, AZ 85215; telephone 1-480-606-3130; email timkenaftermarketsales@timken.com; or at http://www.timken.com/en-us/solutions/aerospace/aftermarket/Pages/default.aspx. You may review a copy of this service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy, Room 6N-321, Fort Worth, TX 76177.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 6620, Main Rotor Blade Grip.

Issued in Fort Worth, Texas, on July 13, 2015.
Bruce E. Cain,
Acting Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.