performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(f) *Where can I get information about any already-approved alternative methods of compliance?* Contact Mike Kiesov, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329–4144; facsimile: (816) 329–4090.

(g) *What if I need to fly the glider to another location to comply with this AD?* The FAA can issue a special flight permit under sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate your glider to a location where you can accomplish the requirements of this AD.

(h) *Are any service bulletins incorporated into this AD by reference?* Actions required by this AD must be done in accordance with S.N. CENTRAIR Service Bulletin No. 101–16, Revision 3, dated February 2, 1999. The Director of the Federal Register approved this incorporation by reference under 5 U.S.C. 552(a) and 1 CFR part 51. You can get copies from S.N. CENTRAIR, Aerodome—36300 Le Blanc, France. You can look at copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(i) *When does this amendment become effective?*

This amendment becomes effective on January 27, 2001.

Note 2: The subject of this AD is addressed in French AD 1995–261(A) R3, dated January 26, 2000.

Issued in Kansas City, Missouri, on November 28, 2000.

William J. Timberlake,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 00–30945 Filed 12–8–00; 8:45 am]

BILLING CODE 4910–13–U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2000–SW–42–AD; Amendment 39–12034; AD 2000–22–51]

RIN 2120–AA64

Airworthiness Directives; Model HH–1K, TH–1F, TH–1L, UH–1A, UH–1B, UH–1E, UH–1F, UH–1H, UH–1L, and UH–1P; and Southwest Florida Aviation SW204, SW204HP, SW205, and SW205A–1 Helicopters Manufactured by Bell Helicopter Textron Inc. for the Armed Forces of the United States

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This document publishes in the **Federal Register** an amendment adopting superseding Airworthiness Directive (AD) 2000–22–51, which was sent previously by individual letters to all known U.S. owners and operators of Model HH–1K, TH–1F, TH–1L, UH–1A, UH–1B, UH–1E, UH–1F, UH–1H, UH–1L, and UH–1P; and Southwest Florida Aviation SW204, SW204HP, SW205, and SW205A–1 helicopters manufactured by Bell Helicopter Textron Inc. (BHTI) for the Armed Forces of the United States. This AD requires establishing a retirement life for certain main rotor masts, creating a component history card or equivalent record, and identifying certain masts as unairworthy. This AD also requires removing the hub spring, if installed, and determining whether a main rotor mast (mast) has ever been installed on a helicopter while operated with a hub spring. Conducting certain inspections based on the retirement index number (RIN) and on whether the helicopter was ever operated with a hub spring is also required. Replacing any mast that has inadequate radius or a burr in the damper clamp splined area is also required. Finally, this AD requires sending information concerning the mast to the FAA. This amendment is prompted by the discovery of a crack in a mast with a lower RIN value than the established life limit. This action is necessary to preclude the occurrence of a fatigue crack in the damper clamp splined area of a mast. This condition, if not corrected, could result in failure of a mast or main rotor trunnion (trunnion), separation of the main rotor system, and subsequent loss of control of the helicopter.

DATES: Effective December 26, 2000, to all persons except those persons to whom it was made immediately effective by Emergency AD 2000–22–51, issued on November 2, 2000, which contained the requirements of this amendment.

Comments for inclusion in the Rules Docket must be received on or before February 9, 2001.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Regional Counsel, Southwest Region, Attention: Rules Docket No. 2000–SW–42–AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. You may also send comments electronically to the Rules Docket at the following address: 9–asw–adcomments@faa.gov.

FOR FURTHER INFORMATION CONTACT: Michael Kohner, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Rotorcraft Certification Office, Fort Worth, Texas 76193–0170, telephone (817) 222–5447, fax (817) 222–5783.

SUPPLEMENTARY INFORMATION: The FAA issued Emergency AD 2000–08–53 (Docket No. 2000–SW–08–AD) on April 26, 2000, which superseded AD 89–17–03, Amendment 39–6251, Docket No. 88–ASW–33 (54 FR 31935, August 3, 1989), which established RIN counting procedures for the mast assemblies installed on H–1 series surplus military helicopters. AD 2000–08–53 also incorporated life-hour adjustments for mast hub spring and helicopter usage. Since issuing AD 2000–08–53, the FAA has issued AD 2000–15–21, Amendment 39–11854, Docket 2000–SW–01–AD (65 FR 48605, August 9, 2000) to require removing masts, part number (P/N) 204–011–450–001 and –005, from service. The FAA also issued Emergency AD 2000–15–52, Docket No. 2000–SW–28–AD, on July 25, 2000, for the BHTI Model 204B, 205A, 205A–1, 205B, and 212 helicopters, which was prompted by a report of another cracked mast, similar to the masts installed on H–1 series helicopters. 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. Detailed takeoff and lift event data for the entire life of the mast confirm that the accumulated RIN count at the time the fatigue crack was detected was approximately 68,000 when calculated in accordance with the RIN counting procedures in effect at the time of the failure.

U.S. Army Safety of Flight Message UH–1–10, dated July 19, 2000, required inspecting masts for a minimum radius of 0.020 inch or for a burr around the

circumference of the snap ring groove and removing defective masts from service. Based on that message and a review of fatigue data and previously issued AD's, the FAA has concluded that several corrections to the RIN counting procedures are required as follows:

• Recalculating the accumulated RIN and revised hours TIS to date for certain masts to correct the inadequate factors provided in AD 2000–08–53. New RIN and frequency of event per hour factors are required to calculate the accumulated RIN and revised hours TIS to properly reflect the actual level of torque (horsepower rating of helicopter) applied to the mast when it is installed on the different helicopter models affected by this AD.

• Using the new RIN factors for each takeoff and external load lift to continue the calculations for the accumulated RIN as installed on the different helicopter models affected by this AD and changing the definition for external load lift.

• Expanding the serial number (S/N) applicability for a one-time special inspection to detect inadequate radii and burrs in the snap ring grooves to include masts with S/N 00000 through 52720, 61433 through 61444, or 61457 through 61465, regardless of prefix. This action was required based on inadequate radius and burrs detected outside the S/N applicability of the previous AD.

• Reducing the compliance time to 100,000 accumulated RIN for any affected mast for a one-time special inspection to detect burrs in the snap ring grooves.

• Adding a one-time special inspection to detect inadequate radii and burrs in the snap ring grooves for any mast that has been previously installed with a hub spring.

Since the unsafe condition described is likely to exist or develop on other Model HH–1K, TH–1F, TH–1L, UH–1A, UH–1B, UH–1E, UH–1F, UH–1H, UH–1L, and UH–1P; and Southwest Florida Aviation SW204, SW204HP, SW205, and SW205A–1 helicopters manufactured by BHTI for the Armed Forces of the United States, the FAA issued Emergency AD 2000–22–51 to prevent failure of a mast or trunnion, separation of the main rotor system, and subsequent loss of control of the helicopter. The AD requires the following:

• Within 10 hours TIS, create a component history card or equivalent record.

• Within 10 hours TIS, determine and record the accumulated RIN and revised hours TIS.

• Establish a retirement life for any mast, P/N 204–011–450–007, –105, or –109, and replace any mast that has accumulated 265,000 RIN or 15,000 or more revised hours TIS and identify the removed mast as unairworthy.

• Within 25 hours TIS, remove any hub spring.

• Determine if the mast has ever been operated with a hub spring.

• Before reaching 100,000 RIN for a mast that has never been on a helicopter operated with a hub spring:

• Inspect the upper and lower snap ring groove in the damper clamp splined area for an inadequate radius and for a burr.

• Remove the mast before exceeding 100,000 RIN if any radius is inadequate or before exceeding 170,000 RIN if a burr is found, and identify such masts as unairworthy.

• Before reaching 100,000 RIN or 400 unfactored flight hours, whichever occurs first, on a mast that was installed on a helicopter with a hub spring or if the history of a hub spring installation is unknown:

• Inspect each snap ring groove for an inadequate radius or for a burr.

• Remove any mast before further flight if any groove radius is inadequate or if a burr is found, and identify such masts as unairworthy.

• After completing the inspections, send the requested information to the FAA. The requirements for retirement life hours for the trunnion remain the same as required in superseded AD 2000–08–53, Docket 2000–SW–08–AD. 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 actions listed previously are required at the specified time intervals, and this AD must be issued immediately.

Since it was found that immediate corrective action was required, notice and opportunity for prior public comment thereon were impracticable and contrary to the public interest, and good cause existed to make the AD effective immediately by individual letters issued on November 2, 2000, to all known U.S. owners and operators of Model HH–1K, TH–1F, TH–1L, UH–1A, UH–1B, UH–1E, UH–1F, UH–1H, UH–1L, and UH–1P; and Southwest Florida Aviation SW204, SW204HP, SW205, and SW205A–1 helicopters manufactured by BHTI for the Armed Forces of the United States. These conditions still exist, and the AD is hereby published in the **Federal Register** as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13) to make it effective to all persons.

The FAA estimates that 75 helicopters of U.S. registry will be affected by this AD. It will take approximately 10 work hours per helicopter to remove and replace the mast, if necessary; 6 work hours to remove any hub spring; and 10 work hours to inspect the mast for proper radius or a burr. The approximate time necessary for calculating the accumulated RIN and for providing the requested information to the FAA is 15 work hours per helicopter. The average labor rate is $60 per work hour. Required parts will cost approximately $9,538 to replace a mast, if necessary. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be $899,850 ($11,998 per helicopter, assuming inspecting 1 mast, removing 1 hub spring, replacing 1 mast, determining the RIN calculations, and providing the requested information to the FAA).

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES.** All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their mailed comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made:

''Comments to Docket No. 2000–SW–42–AD.'' The postcard will be date stamped and returned to the commenter.

The regulations adopted herein 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. Therefore, it is determined that this final rule does not have federalism implications under Executive Order 13132.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a ''significant regulatory action'' under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES.**

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing Amendment 39–6251 (54 FR 31935, August 3, 1989) and by adding a new airworthiness directive to read as follows:

2000–22–51 Firefly Aviation Helicopter Services (Previously Erickson Air–Crane Co.); Garlick Helicopters, Inc.; Hawkins and Powers Aviation, Inc.; International Helicopters, Inc.; Tamarack Helicopters, Inc. (Previously Ranger Helicopter Services, Inc.); Robinson Air Crane, Inc.; Williams Helicopter Corporation (Previously Scott Paper Co.); Smith Helicopters; Southern Helicopter, Inc.; Southwest Florida Aviation; Arrow Falcon Exporters, Inc. (Previously Utah State University); U.S. Helicopter, Inc.; and Western International Aviation, Inc.: Amendment 39–12034. Docket No. 2000–SW–42–AD. Supersedes Emergency AD 2000–08–53, Docket No. 2000–SW–08–AD and AD 89–17–03, Amendment 39–6251, Docket No. 88–ASW–33.

Applicability: Model HH–1K, TH–1F, TH–1L, UH–1A, UH–1B, UH–1E, UH–1F, UH–1H, UH–1L, and UH–1P; and Southwest Florida Aviation SW204, SW204HP, SW205, and SW205A–1 helicopters, manufactured by Bell Helicopter Textron Inc. (BHTI) for the Armed Forces of the United States, with main rotor mast (mast), part number (P/N) 204–011–450–007, –105, or –109, or main rotor trunnion (trunnion), P/N 204–011–105–001, installed, certificated in any category.

Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

Note 2: This AD requires using new factors to recalculate the FACTORED flight hours and the accumulated Retirement Index Number (RIN) for masts installed on certain helicopter models. This AD also expands the serial number (S/N) applicability for the one-time special inspection of the mast.

To prevent failure of a mast or trunnion, separation of the main rotor system, and subsequent loss of control of the helicopter, accomplish the following:

(a) For the mast, P/N 204–011–450–007, –105, or –109:

Note 3: The next higher assembly level for the affected P/N's are the 204–040–366 mast assemblies. Check the aircraft records for the appropriate P/N and assembly level.

(1) Within 10 hours time-in-service (TIS), create a component history card or equivalent record for the mast.

(2) Within 10 hours TIS, determine and record the accumulated RIN and revised hours TIS for the mast as follows:

(i) Review the aircraft maintenance records for the mast. If the helicopter model installation history or hours TIS of the mast is unknown, remove the mast from service, identify the mast as unairworthy, and replace it with an airworthy mast before further flight.

(ii) Determine the accumulated RIN and the revised hours TIS in accordance with the Instructions in Appendix 1. For those hours TIS the mast has been installed on a BHTI Model 204B, 205A, 205A–1, 205B, or 212 helicopter, determine the accumulated RIN in accordance with the AD's issued for those helicopters.

(iii) Record the accumulated RIN and revised hours TIS for the mast on the component history card or equivalent record. Use the revised hours TIS as the new hours TIS for the mast.

(3) Before further flight after accomplishing the requirements of paragraph (a)(2) of this AD, remove from service any mast that has accumulated 265,000 or more RIN or 15,000 or more revised hours TIS and identify the mast as unairworthy. Replace the mast with an airworthy mast.

(4) Within 25 hours TIS, remove any hub spring installed on any affected helicopter.

Note 4: U.S. Army Modification Work Order (MWO) 55–1520–242–50–1 pertains to the removal of the hub spring and replacement of any required parts. U.S. Army Safety of Flight Message UH–1–00–10 dated July 19, 2000, also pertains to the subject of this AD.

(5) Determine whether a mast with S/N 00000 through 52720, 61433 through 61444, or 61457 through 61465 (regardless of prefix), has ever been installed on a helicopter while operated with a hub spring.

(i) If a mast has never been installed on a helicopter while operated with a hub spring, before reaching 100,000 RIN, inspect the upper and lower snap ring grooves in the damper clamp splined area for:

(A) A minimum radius of 0.020 inch around the entire circumference (see Figures 1 and 2), using a 100 × or higher magnification. If any snap ring groove radius is less than 0.020 inch, identify the mast as unairworthy and replace it with an airworthy mast before exceeding 100,000 RIN.

(B) A burr (see Figures 1 through 3), using a 200 × or higher magnification. If a burr is found in any snap ring groove/spline intersection, identify the mast as unairworthy and replace it with an airworthy mast before exceeding 170,000 RIN.

(ii) If a mast has ever been installed on a helicopter while operated with a hub spring or if the history of a hub spring installation is unknown, before reaching 100,000 RIN or 400 unfactored flight hours, whichever occurs first, inspect the upper and lower snap ring grooves in the damper clamp splined area for:

(A) A minimum radius of 0.020 inch around the entire circumference (see Figures 1 and 2), using a 100 × or higher magnification. If any snap ring groove radius is less than 0.020 inch, identify the mast as unairworthy and replace it with an airworthy mast before further flight.

(B) A burr (see Figures 1 through 3), using a 200 × or higher magnification. If a burr is found in any snap ring groove/spline intersection, identify the mast as unairworthy and replace it with an airworthy mast before further flight.

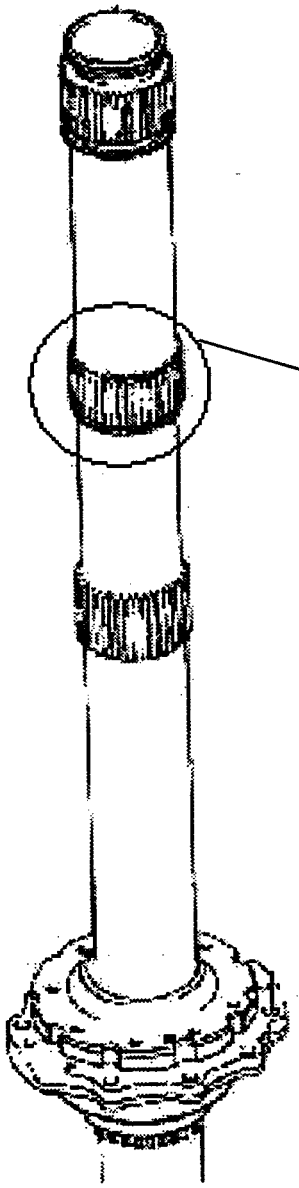
(6) After accomplishing the requirements of paragraph (a)(2) of this AD, continue to calculate the accumulated RIN for the mast by multiplying all takeoff and external load lifts by the RIN factors defined in columns (D) and (G) of Table 1 of Appendix 1 of this AD.

(7) After accomplishing the requirements of paragraph (a)(2) of this AD, continue to count the hours TIS for the mast. Any hours TIS for the mast while installed on a helicopter operated with a hub spring or if the history of a hub spring installation is unknown must be factored in accordance with the instructions in Appendix 1 of this AD.

(8) This AD establishes a retirement life of 265,000 accumulated RIN or 15,000 hours TIS, whichever occurs first, for mast, P/N 204–011–450–007, –105, and –109.

(9) Within 10 days after completing the inspections required by paragraph (a)(5) of this AD, send the information contained on the AD compliance inspection report sample format contained in Appendix 2 to the Manager, Rotorcraft Certification Office, Federal Aviation Administration, Fort Worth, Texas 76193–0170, USA. Reporting requirements have been approved by the Office of Management and Budget and assigned OMB control number 2120–0056.

BILLING CODE 4910–13–P



Inspect area for:

- At 100x minimum magnification Minimum radius of 0.020 at the snap ring groove/spline intersection
- At 200x minimum magnification Burrs in the snap ring groove

See view A-A for detail

View A

Figure 1

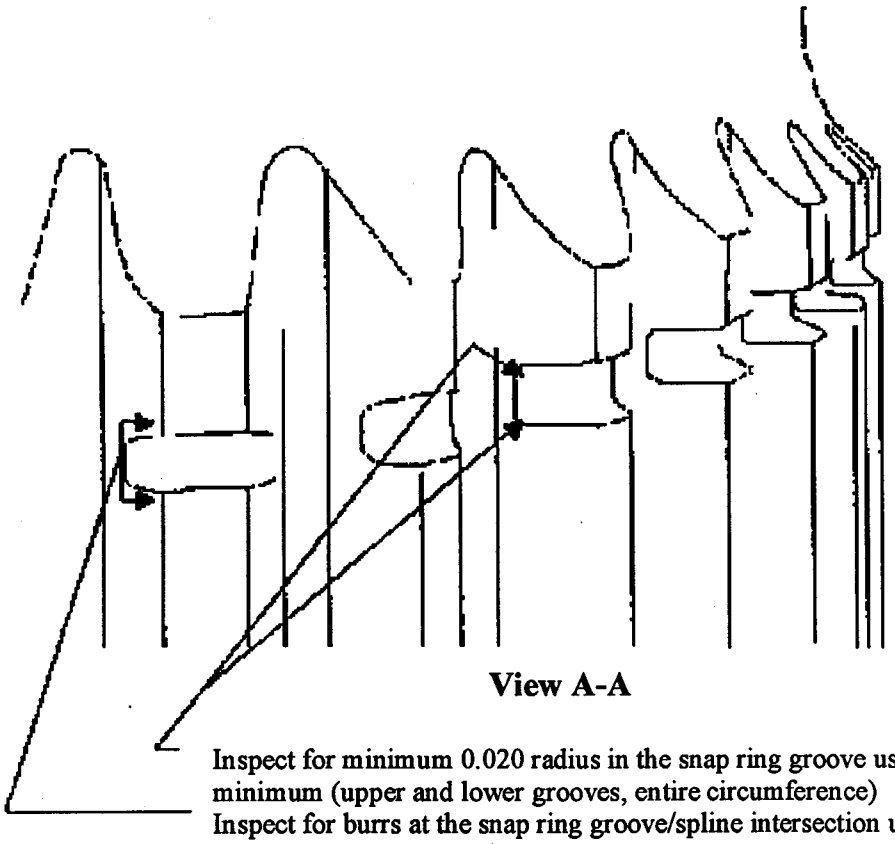
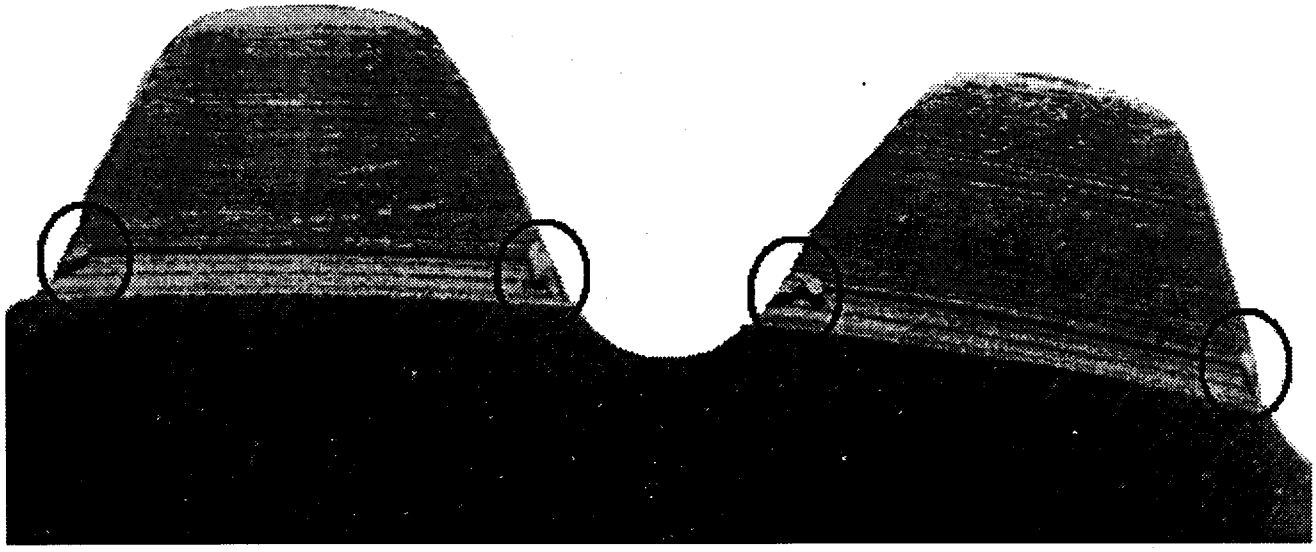


Figure 2
Snap Ring Groove/Spline Intersection



Cutaway View Looking Down from Inside Snap Ring Groove

Typical Burrs at Snap Ring Groove/Spline Intersection
Burrs are to be Inspected at 200x Minimum Magnification

Figure 3
Typical Burr at Snap Ring Groove

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(b) For the trunnion, P/N 204–011–105–001:

(1) Within 10 days, create a component history card or equivalent record for the trunnion and record the hours TIS accumulated on the trunnion. If the TIS cannot be determined, enter 900 hours for each year from the date the trunnion was installed.

(2) Remove any trunnion with 14,900 or more hours TIS from service within the next 100 hours TIS.

(3) Remove any trunnion with less than 14,900 hours TIS from service at or before 15,000 hours TIS.

Note 5: Paragraph (b) of this AD continues the requirements of the superseded AD for the trunnion.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Rotorcraft Certification Office, FAA. Operators shall submit their request through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Certification Office.

Note 6: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Manager, Rotorcraft Certification Office.

(d) Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the helicopter to a location where the requirements of this AD can be accomplished.

(e) This amendment becomes effective on December 26, 2000, to all persons except those persons to whom it was made immediately effective by Emergency AD 2000–22–51, issued November 2, 2000, which contained the requirements of this amendment.

BILLING CODE 4910–13–P

APPENDIX 1

Appendix 1 to AD 2000-22-51
Instructions for Calculating RIN and Revised Hours TIS

Definitions for the Retirement Index Number:

The overall **fatigue life** of a main rotor mast is a function of the number of cycles of torque, lift, and bending loads applied to it during the various modes of operation. The mast experiences both high cycle fatigue and low cycle fatigue during operation.

The **high cycle fatigue life** of the mast is a function of high frequency but relatively low level cyclic loads, which are primarily induced by rotor rpm. The high cycle fatigue life limit for the mast is defined in terms of hours TIS because rotor rpm is basically a constant value.

The **low cycle fatigue life** of the mast is a function of the number of less frequent but relatively high level cyclic loads experienced primarily during takeoffs and external load lifts. The low cycle fatigue life limit for the mast is expressed in terms of the accumulated Retirement Index Number (RIN).

A **load cycle** is a power cycle caused by a repeating or fluctuating load that alternates from a starting power value, goes to a higher power value, and returns to the starting power value.

The **accumulated RIN** is defined as the total number of load cycles multiplied by a **RIN factor** to account for the difference in torque levels applied to the same mast (since manufactured) when installed in different helicopter models. The level of torque applied to the mast is directly proportional to the transmission output horsepower.

The ***unfactored*** **hours TIS** is the time from the moment a helicopter leaves the surface of the earth until it touches it at the next point of landing with no factors applied.

The **FACTORED flight hours** is the *unfactored* hours TIS multiplied by a frequency of event hour factor based on the torque (horsepower) of the helicopter model in which it was installed and the usage of the helicopter.

The **revised hours TIS** is the new hours TIS for the mast as determined by following the instructions in this appendix.

An **external load lift** is defined as a lift where the load is carried, or extends, outside of the aircraft fuselage.

Calculation of Retirement Index Number and Revised Hours TIS:

There are two methods for calculating the accumulated RIN and the revised hours TIS, depending on the available service history information for the mast. In some cases, one method will be used for a portion of the mast service history, and the other method will be used for another portion of

the mast service history. Both methods require knowledge of all the helicopter models in which the mast was installed.

Calculation of RIN and Revised Hours TIS when the Exact Number of Takeoffs and External Load Lifts is ***Known*** (Reference Tables 1 and 3):

Table 1 of Appendix 1 is the worksheet for calculating the accumulated mast RIN when the exact number of takeoffs and external load lifts *is known*. Table 3 of Appendix 1 is the worksheet that has the frequency of event hour factors to calculate the FACTORED flight hours for the *unfactored* hours TIS for the mast while installed on a helicopter operated *with* a hub spring or if the hub spring installation history *is unknown*.

The RIN factor for each external load lift is twice that specified for each takeoff because two torque events are experienced during a typical external load lift.

Using Table 1, calculate accumulated RIN as follows:

1. Enter the total number of takeoffs for the particular mast model/helicopter model combination in column (C).
2. Multiply the value entered in column (C) by the RIN factor listed in column (D), and enter the result in column (E). This is the total accumulated RIN due to takeoffs.
3. Enter the total number of external load lifts for the particular mast model/helicopter model combination in column (F).
4. Multiply the value entered in column (F) by the RIN factor listed in column (G), and enter the result in column (H). This is the accumulated RIN due to external load lifts.
5. Add the values from column (E) and column (H) and enter the result in column (I). This is the total accumulated RIN to-date for the mast for the particular mast model/helicopter model combination.
6. Add the accumulated RIN subtotals for the various mast model/helicopter combinations in column (I) and enter the result in the space provided. This is the total accumulated RIN for the mast.

Using Table 3, calculate the revised hours TIS as follows:

7. Determine the *unfactored* hours TIS for the mast while installed on a helicopter operated *with* a hub spring or if the hub spring installation history *is unknown* for each of the particular mast model/helicopter model combinations.
8. Determine the frequency of events per hour for each of the particular mast model/helicopter model combinations dividing the combined number of takeoffs and external load lifts by the corresponding *unfactored* hours TIS.

9. Multiply the value for *unfactored* hours TIS for each of the particular mast model/helicopter model combinations by the appropriate value in column (E) of Table 3 for the frequency of event hour factor. These are the total FACTORED flight hours for the particular mast model/helicopter model combinations.

10. Add the FACTORED flight hour subtotals for each of the particular mast model/helicopter model combinations. This is the total FACTORED flight hours for the mast while installed on a helicopter operated *with* a hub spring or if the hub spring installation history *is unknown.*

11. Determine the *unfactored* hours TIS for the mast while installed on a helicopter operated *without* a hub spring.

12. Add to the total FACTORED flight hours for the mast while installed on a helicopter operated *with* a hub spring or if the hub spring installation history *is unknown* to the *unfactored* hours TIS as determined in step 11. This is the total revised hours TIS for the mast when the exact number of takeoffs and external load lifts *is known.*

Calculation of RIN and Revised Hours TIS when Exact Number of Takeoffs and External Load Lifts is ***Unknown*** (Reference Tables 2, 3, and 4):

Tables 2, 3, and 4 of Appendix 1 are the worksheets for calculating the FACTORED flight hours and accumulated mast RIN when the exact number of takeoffs and external load lifts *is unknown.*

Using Tables 2, 3, and 4, calculate the accumulated mast RIN and revised hours TIS as follows:

1. Enter the *unfactored* hours TIS for the particular mast model/helicopter model combination in column (C) of Tables 2 and 3.

2. Using service history for the mast, select the appropriate frequency of event hour factor from column (E) of Tables 2 and 3 based on the total combined number of takeoffs and external load lifts per hour shown in column (D).

3. Multiply the value for *unfactored* hours TIS entered in column (C) by the appropriate value in column (E) for the frequency of event hour factor as determined in step 2. Enter the result in column (F) of Tables 2 and 3. This is the total FACTORED flight hours for the particular mast model/helicopter model combination.

4. Enter the value for FACTORED flight hours from column (F) of Tables 2 and 3 into column (C) of Table 4.

5. Using Table 4, multiply the value for FACTORED flight hours in column (C) by the appropriate RIN conversion factor listed in column (D), by the appropriate RIN adjustment factor in column (E), and enter the result in column (F). This is the accumulated RIN to-date for the particular mast model/helicopter model combination.

6. Add the accumulated RIN subtotals for the various mast model/helicopter model combinations in column (F) of Table 4 and enter the result in the space provided. This is the total accumulated RIN for the mast.

7. Add the factored flight hour subtotals for the various mast model/helicopter model combinations as determined in steps 1 through 4. This is the total revised hours TIS for the mast when the exact number of takeoffs and external load lifts *is unknown.*

Sample Mast Calculation

Given the following known service history for the mast:

Mast, P/N 204-011-450–007, was first purchased as a United States military surplus part with valid historical records. The mast had accumulated 550 hours military TIS on an Army UH-1H with a hub spring installed.

The mast was first installed on a restricted category UH-1H former military helicopter for 250 hours TIS. The helicopter had a rating of 1100 takeoff horsepower (T.O. hp) at sea level standard day conditions (SLS), and the operation of the helicopter *without* a hub spring cannot be determined. The helicopter was used for fire fighting operations and the exact number of takeoffs and external load lifts is unknown. It is known, however, that the helicopter averaged less than 15 combined takeoffs and external load lifts per hour.

The mast was then removed and subsequently installed on a restricted category UH-1E former military helicopter (1100 T.O. hp SLS rating) *without* a hub spring for 450 hours TIS. It is known that the helicopter was used primarily for aerial surveying for the first 200 hours of operation. The exact number of takeoffs and external load lifts is unknown, but it is known that the helicopter averaged less than 16 takeoffs per hour, with no external load lifts. It was subsequently used for repeated heavy lift operation for the next 250 hours of operation and averaged between 25 and 31 combined takeoffs and external load lifts per hour during this period of time.

The mast was then removed and installed on another restricted category UH-1H former military helicopter (1100 T.O. hp SLS rating) for a total of 150 hours TIS with accurate records indicating that it experienced 100 takeoffs and 2,450 external load lifts. A hub spring was installed on the helicopter for the first 50 hours of operation with a calculated average of 19 combined takeoffs and external load lifts per hour (as determined from aircraft records for the first 50 hours of operation). The hub spring was subsequently removed for the remaining 100 hours TIS.

Calculate the FACTORED flight hours and total accumulated RIN for the mast as follows:

FACTORED Flight Hours and Accumulated RIN while installed in U.S. military Model UH-1H:

Calculate FACTORED flight hours from Table 3 as follows:

FACTORED Flight Hours = (*unfactored* hours TIS) x (frequency of event hour factor)
= (column C) x (column E)
= (550) x (10)
= 5,500 hours

Then using Table 4, calculate the accumulated RIN as follows:

Accumulated RIN = (FACTORED flight hours) x (RIN conversion factor) x (RIN adjustment factor)
= (column C) x (column D) x (column E)
= (5,500) x (20) x (1)

= 110,000 RIN

FACTORED Flight Hours and Accumulated RIN while installed in restricted category Model UH-1H:

Calculate FACTORED flight hours from Table 3 as follows:

FACTORED Flight Hours = (*unfactored* hours TIS) x (frequency of event hour factor)
= (column C) x (column E)
= (250) x (14)
= 3,500 hours

Then using Table 4, calculate the accumulated RIN as follows:

Accumulated RIN = (FACTORED flight hours) x (RIN conversion factor) x (RIN adjustment factor)
= (column C) x (column D) x (column E)
= (3,500) x (20) x (1)

= 70,000 RIN

FACTORED Flight Hours and Accumulated RIN while installed in restricted category Model UH-1E:

Calculate FACTORED flight hours from Table 2 as follows:

FACTORED Flight Hours = (*unfactored* hours TIS) x (frequency of event hour factor)
(for first 200 hrs.) = (column C) x (column E)
= (200) x (5)
= 1,000 hours

FACTORED Flight Hours = (*unfactored* hours TIS) x (frequency of event hour factor)
(for next 250 hrs.) = (column C) x (column E)
= (250) x (10)
= 2,500 hours

Then using Table 4, calculate the accumulated RIN as follows:

Accumulated RIN = (FACTORED flight hours) x (RIN conversion factor) x (RIN adjustment factor)
= (column C) x (column D) x (column E)
= (1,000) x (20) x (1) + (2,500) x (20) x (1)
= 20,000 + 50,000

= 70,000 RIN

FACTORED Flight Hours and Accumulated RIN while installed in another restricted category Model UH-1H:

Calculate the accumulated RIN from Table 1 and the given number of takeoffs and external load lifts as follows:

Accumulated RIN = (number of takeoffs x RIN factor per takeoff) + (number of external load lifts x RIN factor per external load lifts.

= (column C) x (column D) + (column F) x (column G)
= (100) x (3) + (2,450) x (6)

= 15,000 RIN

Calculate the FACTORED flight hours for the mast while installed on a helicopter operated *with* a hub spring or if the hub spring installation history *is unknown* using the frequency of event hour factors from Table 3 as follows:

FACTORED Flight Hours = (*unfactored* hours TIS) x (frequency of event hour factor)
(w/ hub spring) = (column C) x (column E)
= (50) x (16)
= 800 hours

Unfactored Hours TIS = (*unfactored* hours TIS)
(w/o hub spring) = 100 hours

Note that the FACTORED flight hours are not used in the accumulated RIN calculations when the number of takeoffs and external load lifts *is known*.

Calculate the Total Accumulated RIN and Revised Hours TIS as follows:

The total accumulated RIN to-date for the mast is the sum of the subtotals from Tables 1 and 4.

Total Accumulated RIN = 110,000 + 70,000 + 70,000 + 15,000
= **265,000**

The total FACTORED flight hours for the mast is the sum of the subtotals from Tables 2 and 3 and the total FACTORED flight hours as determined in the preceding step 12 when the exact number of takeoff and external load lifts *is known*.

Total FACTORED Flight Hours = 5,500 + 3,500 + 1,000 + 2,500 + 800
= **13,300 hours**

The revised hours TIS to-date for the mast is the sum of the total FACTORED flight hours and the additional *unfactored* hours TIS for the mast while installed on a helicopter operated without a hub spring and the exact number of takeoffs and external load lifts *is known*.

Revised Hours TIS = 5,500 + 3,500 + 1,000 + 2,500 + 800 + 100
= 13,300 + 100
= **13,400 hours**

Both the total accumulated RIN and the revised hours TIS need to be determined and checked for exceeding the allowable life limits for the mast. Also, note that the recalculated total accumulated RIN for this sample mast would be 265,000 RIN. Therefore, this mast would be removed from service.

The values for the sample problem are shown in Tables 1 – 4 for illustration purposes only. The FACTORED flight hours TIS shown in the brackets in Table 3 are calculated for the mast while installed on a helicopter operated *with* a hub spring or if the hub spring installation history *is unknown* and the exact number of takeoffs and external load lifts *is known*. These FACTORED flight hours are not used in the accumulated RIN calculations.

Mast RIN Calculation Based on Takeoffs and External Load Lifts

Mast A/C Model Installation	Mast P/N 204-011-450	Number Of Takeoffs	RIN Factor Per Takeoff	Total Takeoff RIN	Number of External Load Lifts	RIN Factor Per External Load Lift	Total External Load Lift RIN	Accumulated RIN
(A)	(B)	(C)	(D)	(E) =(C) x (D)	(F)	(G)	(H) =(F) x (G)	(I) =(E) + (H)
Restricted Category TIS (≤700 T.O. hp SLS)	204-011-450-007		0.25			0.5		
	204-011-450-105		0.25			0.5		
	204-011-450-109		0.25			0.5		
Restricted Category TIS (700<T.O. hp SLS ≤1000)	204-011-450-007		1.5			3		
	204-011-450-105		1.5			3		
	204-011-450-109		1.5			3		
Restricted Category TIS (1000<T.O. hp SLS ≤1100)	204-011-450-007	*100*	3	*300*	*2,450*	6	*14,700*	*15,000*
	204-011-450-105		3			6		
	204-011-450-109		3			6		
Restricted Category TIS (1100<T.O. hp SLS ≤1290)	204-011-450-007		6			12		
	204-011-450-105		6			12		
	204-011-450-109		6			12		
Restricted Category TIS (>1290 T.O. hp SLS)	204-011-450-007		Contact FAA*			Contact FAA*		Contact FAA*
	204-011-450-105							
	204-011-450-109							
Total RIN=								*15,000*

*Contact FAA at (817) 222-5447

Appendix 1 - Table 1

Calculation of Mast FACTORED Flight Hours (Without a Hub Spring Installed)

Mast A/C Model Installation	Mast P/N 204-011-450 (without a hub spring installed)	*Unfactored* Hours TIS on Model	Frequency Of Events Per Hour	Frequency of Event Hour Factor	FACTORED Flight Hours On Model
(A)	(B)	(C)	(D)	(E)	(F) = (C) x (E)
Restricted Category TIS (≤700 T.O. hp SLS)	204-011-450-007, –105, or –109		1.0-37.00	1.00	
			37.01-46.00	1.25	
			46.01-55.00	1.50	
			55.01-63.00	1.75	
			Greater than 63.00	Contact FAA*	
			Unknown	1.75	
Restricted Category TIS (700<T.O. hp SLS ≤1000)	204-011-450-007, –105, or –109		1.0-7.00	1.00	
			7.01-13.00	2.00	
			13.01-18.00	3.00	
			18.01-30.00	5.00	
			30.01-41.00	7.00	
			41.01-52.00	9.00	
			52.01-63.00	11.00	
			Greater than 63.00	Contact FAA*	
			Unknown	11.00	
Restricted Category TIS (1000<T.O. hp SLS ≤1100)	204-011-450-007, –105, or –109		1.0-5.00	1.00	
			5.01-7.00	2.00	
			7.01-10.00	3.00	
		200	10.01-16.00	5.00	***1,000***
			16.01-24.00	7.50	
		250	24.01-31.00	10.00	***2,500***
			31.01-46.00	15.00	
			46.01-61.00	20.00	
			Greater than 61.00	Contact FAA*	
			Unknown	20.00	
Restricted Category TIS (1100<T.O. hp SLS ≤1290)	204-011-450-007, –105, or –109		1.0-5.00	2.10	
			5.01-7.00	4.00	
			7.01-10.00	6.00	
			10.01-15.00	9.00	
			15.01-19.00	12.00	
			19.01-25.00	16.00	
			25.01-31.00	20.00	
			31.01-46.00	30.00	
			46.01-60.00	40.00	
			Greater than 60.00	Contact FAA*	
			Unknown	40.00	
Military TIS	204-011-450-007, –105,				
(≤700 T.O. hp SLS)	or –109		All	1.00	
(≤1000 T.O. hp SLS)			All	2.00	
(≤1100 T.O. hp SLS)			All	3.50	
(≤1290 T.O. hp SLS)			All	7.00	
(>1290 T.O. hp SLS)			All	Contact FAA*	

*Contact FAA at (817) 222–5447

Appendix 1 - Table 2

Calculation of Mast FACTORED Flight Hours (With a Hub Spring Installed)

Mast A/C Model Installation	**Mast P/N 204-011-450 (*with* a hub spring or the history of a hub spring installed is unknown)**	***Unfactored* Hours TIS on Model**	**Frequency Of Events Per Hour**	**Frequency of Event Hour Factor**	**FACTORED Flight Hours On Model**
(A)	**(B)**	**(C)**	**(D)**	**(E)**	**(F) = (C) x (E)**
Restricted Category TIS (≤700 T.O. hp SLS)	204-011-450-007, –105, or –109		1.0-6.00	10.00	
			6.01-12.00	10.25	
			12.01-21.00	10.50	
			21.01-39.00	11.00	
			39.01-63.00	11.75	
			Greater than 63.00	Contact FAA*	
			Unknown	11.75	
Restricted Category TIS (700<T.O. hp SLS ≤1000)	204-011-450-007, –105, or –109		1.0-6.00	10.00	
			6.01-15.00	12.00	
			15.01-26.00	14.00	
			26.01-37.00	16.00	
			37.01-49.00	18.00	
			49.01-63.00	21.00	
			Greater than 63.00	Contact FAA*	
			Unknown	21.00	
Restricted Category TIS (1000<T.O. hp SLS ≤1100)	204-011-450-007, –105, or –109		1.0-6.00	10.00	
			6.01-9.00	12.00	
		250	9.01-15.00	14.00	***3,500***
		<50>	15.01-21.00	16.00	***<800>***
			21.01-33.00	20.00	
			33.01-45.00	24.00	
			45.01-61.00	30.00	
			Greater than 61.00	Contact FAA*	
			Unknown	30.00	
Restricted Category TIS (1100<T.O. hp SLS ≤1290)	204-011-450-007, –105, or –109		1.0-6.00	10.00	
			6.01-11.00	15.00	
			11.01-18.00	20.00	
			18.01-26.00	25.00	
			26.01-33.00	30.00	
			33.01-40.00	35.00	
			40.01-48.00	40.00	
			48.01-60.00	50.00	
			Greater than 60.00	Contact FAA*	
			Unknown	50.00	
Military TIS					
(≤1290 hp T.O. SLS)	204-011-450-007, –105, or –109	***550***	All	10.00	***5,500***
(>1290 hp T.O. SLS)			All	Contact FAA*	

*Contact FAA at (817) 222–5447

Appendix 1 - Table 3

BILLING CODE 4910-13-C

Mast RIN Calculation Based on Hours Time-in-Service

Mast A/C Model Installation	Mast P/N 204-011-450	FACTORED Flight Hours On Model	RIN Conversion Factor	RIN Adjustment Per AD 2000-15-52	Accumulated RIN
(A)	(B)	(C) (From Table 2 of Appendix I)	(D)	(E)	(F) =(C) x (D) x (E)
Restricted Category or Military TIS with (≤1290 T.O. hp SLS)	204-011-450-007	*12,500*	20	1	*250,000*
	204-011-450-105		20	1	
	204-011-450-109		20	1	
Restricted Category or Military TIS with (>1290 T.O. hp SLS)	204-011-450-007	Contact FAA*	Contact FAA*	Contact FAA*	Contact FAA*
	204-011-450-105				
	204-011-450-109				
Total RIN=					*250,000*

*Contact FAA at (817) 222-5447

Appendix 1 - Table 4

Subtotals for the FACTORED Flight Hours and Accumulated RIN
For Table 4 of the Sample Mast Calculation:

FACTORED Flight Hours				Accumulated RIN
5,500	X	20	=	110,000
3,500	X	20	=	70,000
3,500	X	20	=	70,000
12,500				250,000

Appendix 2

Appendix 2 to AD 2000–22–51

AD Compliance Inspection Report (Sample Format) P/N 204–011–450–007/–105/–109 Main Rotor Mast

Provide the following information and mail or fax it to: Manager, Rotorcraft Certification Office, Federal Aviation Administration, Fort Worth, Texas 76193–0170, USA, Fax: 817–222–5783.

Aircraft Registration No:
Helicopter Model:
Helicopter S/N:
Mast P/N:
Mast S/N:
Mast RIN:
Mast Total TIS:

Inspection Results

Were any radii during inspection of this mast determined to be less than 0.020 inch?

If yes, what was the dimension measured?

Was a burr found in the inspected snap ring grooves?

Were cracks noted during the inspection?

Who performed this inspection?

Provide any other comments?

Issued in Fort Worth, Texas, on November 30, 2000.

Larry M. Kelly,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 00–31012 Filed 12–8–00; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 00–ASO–44]

Amendment of Class E5 Airspace; Meridian, MS

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action makes a technical amendment to the Class E5 airspace at Meridian, MS. The Navy Meridian NDB has been decommissioned. Therefore, the airspace legal description must be amended to reflect this change.

EFFECTIVE DATE: 0901 UTC, March 22, 2001.

FOR FURTHER INFORMATION CONTACT: Wade T. Carpenter, Jr., Manager, Airspace Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305–5586.

SUPPLEMENTARY INFORMATION:

History

The Navy Meridian NDB has been decommissioned. As a result the airspace legal description must be amended. This rule will become effective on the date specified in the **EFFECTIVE DATE** section. Since this action has no impact on users of the airspace in the vicinity of Meridian NAS-McCain Field, notice and public procedure under 5 U.S.C. 553(b) are unnecessary. Class E airspace designations for airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9H, dated September 1, 2000, and effective September 16, 2000, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document will be published subsequently in the Order.

The Rule

This amendment to Part 71 of the Federal Aviation Regulations (14 CFR Part 71) amends Class E5 airspace at Meridian, MS.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore, (1) is not a ''significant regulatory action'' under Executive Order 12866; (2) is not a ''significant rule'' under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR Part 71 as follows:

PART 71—DESIGNATION OF CLASS A, CLASS B, CLASS C, CLASS D AND CLASS E AIRSPACE AREAS; AIRWAYS; ROUTES; AND REPORTING POINTS

1. The authority citation for 14 CFR Part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g); 40103, 40113, 40120; EO 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9H, Airspace Designations and Reporting Points, dated September 1, 2000, and effective September 16, 2000, is amended as follows:

Paragraph 6005 Class E Airspace Areas Extending Upward from 700 Feet or More Above the Surface of the Earth

* * * * *

ASO MS E5 Meridian, MS [Revised]

Meridian, Key Field, MS
(Lat. 32°20′00″N, long. 88°45′04″W)
Meridian VORTAC
(Lat. 32°22′42″N, long. 88°48′15″W)
Joe Williams OLF
(Lat. 32°47′46″N, long. 88°49′54″W)
Meridian NAS-McCain Field
(Lat. 32°33′08″N, long. 88°33′20″W)
Meridian TACAN
(Lat. 32°34′42″N, long. 88°32′43″W)
Kewanee VORTAC
(Lat. 32°22′01″N, long. 88°27′30″W)

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Key Field and within 2.5 miles each side of the Meridian VORTAC 315° radial, extending from the 8-mile radious 7 miles northwest of the VORTAC, and within a 7.4-mile radius of Joe Williams OLF, and within an 8-mile radius of Meridian NAS-McCain Field, and within 4 miles each side of the 020° bearing from lat. 32°33′28″N, long, 88°33′33″W, extending from the 8-mile radius to 20 miles north of Meridian TACAN, and within a 25-mile radius of the Meridian VORTAC, extending clockwise from the 341° radial to the 040° radial, and within 8 miles north and 6 miles south of the Kewanee VORTAC 273° radial, extending from the VORTAC to long. 88°45′00″W.

* * * * *

Issued in College Park, Georgia, on December 1, 2000.

Richard Biscomb,

Acting Manager, Air Traffic Division, Southern Region.

[FR Doc. 00–31479 Filed 12–8–00; 8:45 am]

BILLING CODE 4910–13–M0

DEPARTMENT OF COMMERCE

Bureau of Economic Analysis

15 CFR Part 801

[Docket No. 000609170–0336–02]

RIN 0691–AA38

International Services Surveys: BE–82, Annual Survey of Financial Services Transactions Between U.S. Financial Services Providers and Unaffiliated Foreign Persons

AGENCY: Bureau of Economic Analysis, Commerce.