

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 the following new airworthiness directive:

2001-03-05 Learjet: Amendment 39-12109. Docket 2001-NM-11-AD.

Applicability: Model 45 airplanes, certificated in any category, serial numbers 45-002 through 45-004 inclusive, 45-006 through 45-121 inclusive, and 45-124 through 45-129 inclusive.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (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 the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent metal fragments from breaking off the anti-ice manifold assembly due to fatigue, which could block a duct in the anti-ice system and result in an unannounced loss of ice protection, accomplish the following:

Revision of Airplane Flight Manual (AFM)

(a) Within 24 hours after the effective date, and until accomplishment of the requirements of paragraph (b) of this AD: Revise the Limitations section of the FAA-approved AFM by replacing the existing information in the TYPE OF OPERATION section with the following. This may be accomplished by inserting a copy of this AD into the AFM.

"This airplane is approved for:

- VFR (Visual)
- IFR (Instrument)
- Day
- Night

Flight into icing conditions is prohibited. If icing conditions are encountered, comply with the Inadvertent Icing Encounter procedure, Section IV. Fly out of icing conditions as soon as possible.

Icing conditions exist when outside air temperature (OAT) on the ground and for takeoff is 10°C (50°F) or below, or the static air temperature (SAT) in flight is 10°C (50°F) to -40°C (-40°F), and visible moisture in any form is present (such as clouds, fog with visibility of one mile or less, rain, snow, sleet, or ice crystals).

Icing conditions also exist when the OAT on the ground and for takeoff is 10°C (50°F) or below when operating on ramps, taxiways, or runways where surface snow, ice, standing water, or slush may be ingested by the engines, or freeze on engines, nacelles, or engine sensor probes."

Note 2: Insertion into the AFM of a copy of Learjet 45 Temporary Flight Manual Change (TFM) TFM 2000-16, dated January 8, 2001, is also acceptable for compliance with the requirements of paragraph (a) of this AD.

Anti-Ice Manifold Assembly Replacement

(b) Within 100 flight hours after the effective date of this AD: Perform a general visual inspection to detect missing pieces from the splitter vanes of the manifold assembly, perform all applicable corrective actions (including borescopic inspections to detect debris and removal of debris), and replace the anti-ice manifold assembly with a new assembly. Do the actions in accordance with Bombardier (Learjet 45) Alert Service Bulletin SB A45-30-2, dated December 18, 2000. When the manifold assembly has been replaced, the TFM required by paragraph (a) of this AD may be removed from the AFM.

Note 3: For the purposes of this AD, a general visual inspection is defined as: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or drop-light, and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

Maintenance Program Revision

(c) Concurrently with the accomplishment of the requirements of paragraph (b) of this AD, revise the Learjet maintenance program by incorporating the procedures for removal, installation, and inspection of the anti-ice manifold assembly specified in Learjet Model 45 Maintenance Manual Temporary Revisions 4-2, 5-2, and 30-1; all dated January 2, 2001.

(d) When the temporary revisions required by paragraph (c) of this AD have been incorporated into the general revisions of the maintenance program, the general revisions may be incorporated into the maintenance program, provided that the information contained in the general revisions is identical to that specified in the temporary revisions.

Alternative Methods of Compliance

(e) 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, Wichita Aircraft Certification Office (ACO), FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

Special Flight Permits

(f) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished, provided the airplane is restricted from flight into known icing conditions.

Incorporation by Reference

(g) Except as required by paragraph (a) of this AD: The actions shall be done in accordance with Bombardier (Learjet 45) Alert Service Bulletin SB A45-30-2, dated December 18, 2000; Learjet 45 Maintenance Manual Temporary Revision 4-2, dated January 2, 2001; Learjet 45 Maintenance Manual Temporary Revision 5-2, dated January 2, 2001; and Learjet 45 Maintenance Manual Temporary Revision 30-1, dated January 2, 2001; as applicable. The actions required by paragraph (a) of this AD may also be done in accordance with Learjet 45 Temporary Flight Manual Change TFM 2000-16, dated January 8, 2001. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Learjet, Inc., One Learjet Way, Wichita, Kansas 67209-2942. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Effective Date

(h) This amendment becomes effective on February 20, 2001.

Issued in Renton, Washington, on February 7, 2001.

Vi L. Lipski,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 01-3671 Filed 2-14-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2000-SW-16-AD; Amendment 39-12096; AD 2001-02-11]

RIN 2120-AA64

Airworthiness Directives; Bell Helicopter Textron, Inc. Model 204B Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) for

Bell Helicopter Textron, Inc. (BHTI) Model 204B helicopters that requires replacing any main rotor mast assembly (mast), part number (P/N) 204-011-450-001, within 25 hours time-in-service (TIS). This amendment is prompted by the crash of a restricted category Model UH-1B helicopter due to failure of a mast, P/N 204-011-450-001. The same mast P/N is used on the Model 204B helicopters. The actions specified by this AD are intended to prevent failure of the mast and subsequent loss of control of the helicopter.

EFFECTIVE DATE: March 22, 2001.

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: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD for BHTI Model 204B helicopters was published in the **Federal Register** on October 2, 2000 (65 FR 58681). That action proposed replacing any mast, P/N 204-011-450-001, within 25 hours TIS.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

The FAA estimates that 15 helicopters of U.S. registry will be affected by this AD, that it will take approximately 10 work hours per helicopter to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$8,862 per helicopter. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$141,930.

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.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44

FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas.

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:

2001-02-11 Bell Helicopter Textron, Inc.: Amendment 39-12096. Docket No. 2000-SW-16-AD.

Applicability: Model 204B helicopters with main rotor mast assembly, part number (P/N) 204-011-450-001, 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 (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required within 25 hours time-in-service, unless accomplished previously.

To prevent failure of the main rotor mast assembly (mast) and subsequent loss of control of the helicopter, accomplish the following:

(a) Remove any mast, P/N 204-011-450-001, from service and replace it with an

airworthy mast. Accomplishing the requirement of this paragraph constitutes terminating action for the requirements of this AD. P/N 204-011-450-001 is not eligible for installation on any helicopter.

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

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Certification Office.

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

(d) This amendment becomes effective on March 22, 2001.

Issued in Fort Worth, Texas, on January 19, 2001.

Henry A. Armstrong,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 01-3670 Filed 2-14-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-368-AD; Amendment 39-12110; AD 2001-03-06]

RIN 2120-AA64

Airworthiness Directives; Raytheon (Beech) Model MU-300, MU-300-10, 400, and 400A Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to Raytheon (Beech) Model MU-300, MU-300-10, 400, and 400A series airplanes, that requires repetitive inspections of the bleed air supply tube assemblies for discrepancies; and replacement of the bleed air tube assembly with a new bleed air tube assembly, if necessary. In lieu of accomplishing the repetitive