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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2001–NM–229–AD; Amendment 39–12616; AD 2002–01–22]

RIN 2120–AA64

Airworthiness Directives; Short Brothers Model SD3 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all Short Brothers Model SD3 series airplanes, that requires a one-time inspection of the installation of the bearing housings of the elevator torque shaft assembly, and corrective action if necessary. This action is necessary to prevent failure of the elevator torque shaft, which could result in reduced controllability of the airplane. This action is intended to address the identified unsafe condition.

DATES: Effective March 7, 2002.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 7, 2002.

ADDRESSES: The service information referenced in this AD may be obtained from Short Brothers, Airworthiness & Engineering Quality, P.O. Box 241, Airport Road, Belfast BT3 9DZ, Northern Ireland. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Todd Thompson, Aerospace Engineer,

International Branch, ANM–116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055–4056; telephone (425) 227–1175; fax (425) 227–1149.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to all Short Brothers Model SD3 series airplanes was published in the *Federal Register* on October 4, 2001 (66 FR 50584). That action proposed to require a one-time inspection of the installation of the bearing housings of the elevator torque shaft assembly, and corrective action if necessary.

Comments

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public.

Conclusion

The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Cost Impact

The FAA estimates that 75 Model SD3 series airplanes of U.S. registry will be affected by this AD, that it will take approximately 2 work hours per airplane to accomplish the required inspection, and that the average labor rate is \$60 per work hour. Based on these figures, the cost impact of the inspection required by this AD on U.S. operators is estimated to be \$9,000, or \$120 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted. The cost impact figures discussed in AD rulemaking actions represent only the time necessary to perform the specific actions actually required by the AD. These figures typically do not include incidental costs, such as the time required to gain access and close up, planning time, or time necessitated by other administrative actions.

Regulatory Impact

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 location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

Adoption of the Amendment

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

PART 39—AIRWORTHINESS DIRECTIVES

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

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

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

2002–01–22 Short Brothers PLC:

Amendment 39–12616. Docket 2001–NM–229–AD.

Applicability: All Model SD3 series airplanes, certificated in any category.

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 (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.

To prevent failure of the elevator torque shaft, which could result in reduced controllability of the airplane, accomplish the following:

Inspection

(a) Within 60 days after the effective date of this AD: Perform a detailed visual inspection of the bearing housings of the elevator torque shaft assembly to detect discrepancies (including movement of the housings relative to the mounting structure), in accordance with the applicable service bulletin listed in the following table:

TABLE 1.—SERVICE BULLETINS

| For model— | Inspect in accordance with Short Brothers Service Bulletin— | Dated— |
|--|---|--------------|
| (1) SD3-60 Sherpa series airplanes | SD3-60 SHERPA-27-6 | May 22, 2001 |
| (2) SD3-Sherpa series airplanes | SD3 SHERPA-27-5 | May 22, 2001 |
| (3) SD3-60 series airplanes | SD360-27-31 | May 22, 2001 |
| (4) SD3-30 series airplanes | SD330-27-39 | May 22, 2001 |

Note 2: For the purposes of this AD, a detailed visual inspection is defined as: “An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required.”

Corrective Action

(b) If any discrepancy is found during the inspection required by paragraph (a) of this AD: Prior to further flight, replace any affected part with a new part, in accordance with the applicable service bulletin listed in Table 1 of this AD.

Note 3: The service bulletins listed in Table 1 of this AD recommend that operators submit a report of their inspection findings to the manufacturer. Although operators may submit such a report, this AD does not require it.

Alternative Methods of Compliance

(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, International Branch, ANM-116, Transport Airplane Directorate, FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(d) 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.

Incorporation by Reference

(e) The actions shall be done in accordance with Short Brothers Service Bulletin SD3-60 SHERPA-27-6, dated May 22, 2001; Short Brothers Service Bulletin SD3-SHERPA-27-5, dated May 22, 2001; Short Brothers Service Bulletin SD360-27-31, dated May 22, 2001; or Short Brothers Service Bulletin SD330-27-39, dated May 22, 2001; as applicable. 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 Short Brothers, Airworthiness & Engineering Quality, P.O. Box 241, Airport Road, Belfast BT3 9DZ, Northern Ireland. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 5: The subject of this AD is addressed in British airworthiness directives 003-05-2001, 008-05-2001, 009-05-2001, and 007-05-2001.

Effective Date

(f) This amendment becomes effective on March 7, 2002.

Issued in Renton, Washington, on January 17, 2002.

Michael Kaszycki,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 02-1820 Filed 1-30-02; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2001-NM-200-AD; Amendment 39-12621; AD 2002-01-26]

RIN 2120-AA64

Airworthiness Directives; Israel Aircraft Industries, Ltd., Model 1124 and 1124A, and Model 1125 Westwind Astra Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to all Israel Aircraft Industries, Ltd., Model 1124 and 1124A, and certain Model 1125 Westwind Astra series airplanes, that requires a one-time inspection of the attachment bolts installed on the engine inlet cowl and aft nacelle attachment flanges to verify correct part numbers of the bolts, and replacement of any discrepant/incorrect bolt with a correct attachment bolt. The actions specified by this AD are intended to prevent failure of attachment bolts due to fatigue, which could result in separation of the engine inlet cowl and aft nacelle, and consequent damage to the horizontal or vertical stabilizer. This action is intended to address the identified unsafe condition.

DATES: Effective March 7, 2002.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 7, 2002.

ADDRESSES: The service information referenced in this AD may be obtained