

(2) If the installed transmission is P/N 28-13101-1 or -1-R, or P/N 28-13101-3 or -3-R, and has a small radius shaft, before further flight and thereafter at intervals not to exceed 25 hours TIS, visually inspect each transmission for a crack in the shaft upper fillet using a 10X or higher magnifying glass.

(i) If there is any indication of a crack, before further flight, a level II nondestructive inspector must dye-penetrant inspect the shaft using materials approved by MIL-I-25135.

(ii) If the shaft is cracked, before further flight, replace the transmission with an airworthy transmission having a large radius shaft fillet.

(3) If the transmission is P/N 28-13101-1 or -1-R, or P/N 28-13101-3 or -3-R, within 5 hours TIS, and thereafter at intervals not to exceed 100 hours TIS:

(i) Dye-penetrant inspect the shaft upper fillet for a crack, a nick, or a scratch.

(ii) Polish out nicks or scratches less than 0.005-inch deep.

(iii) If the shaft is cracked or has a nick or scratch 0.005 inch or more deep, replace the transmission with an airworthy transmission having a large radius shaft fillet before further flight.

(4) Within 300 hours TIS or at the next overhaul after the effective date of this AD, whichever occurs first, replace transmission, P/N 28-13101-1 or -1-R, or P/N 28-13101-3 or -3-R, with an airworthy transmission having a large radius shaft fillet.

(d) Installing an airworthy transmission with a shaft, P/N 28-13104-1 or -1-R, Revision K, L, M, N, P, R or S, or P/N 28-13140-1 or -1-R, is terminating action for the requirements of this AD.

**Note 2:** Enstrom Helicopter Corporation Service Directive Bulletin No. 0094, Revision 2, dated February 15, 2002, pertains to the subject of this AD.

(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, Chicago, Aircraft Certification Office (ACO), FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Chicago ACO.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Chicago ACO.

(f) 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 provided an inspection in accordance with paragraph (c)(2) of this AD reveals no crack in the shaft.

(g) This amendment becomes effective on May 2, 2002.

Issued in Fort Worth, Texas, on April 9, 2002.

**David A. Downey,**  
Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 02-9144 Filed 4-16-02; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2001-CE-17-AD; Amendment 39-12708; AD 2002-08-01]

RIN 2120-AA64

#### Airworthiness Directives; Fairchild Aircraft, Inc. SA226 and SA227 Series Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that applies to certain Fairchild Aircraft, Inc. (Fairchild) SA226 and SA227 series airplanes equipped with Skidmore-Wilhelm Manufacturing Co. (Skidmore-Wilhelm) (formerly Hydromotive) Model V1-15-1000 brake master cylinders. This AD requires you to replace these brake master cylinders with new or overhauled units of the same design. This AD is the result of reports of dragging brakes during taxi operations. The actions specified by this AD are intended to correct and prevent future malfunctioning brake master cylinders. Malfunctioning brake master cylinders could cause dragging brakes, which can result in overheated brakes and a wheelwell fire if the dragging takes place during takeoff and the gear is later retracted.

**DATES:** This AD becomes effective on June 6, 2002.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the regulations as of June 6, 2002.

**ADDRESSES:** You may get the service information referenced in this AD from Fairchild Aircraft, Inc., P.O. Box 790490, San Antonio, Texas 78279-0490; telephone: (210) 824-9421; facsimile: (210) 820-8609. You may view this information at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 2001-CE-17-AD, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Werner Koch, Aerospace Engineer, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone: (817) 222-5133; facsimile: (817) 222-5960.

**SUPPLEMENTARY INFORMATION:**

### Discussion

#### *What Events Have Caused This AD?*

The FAA received several reports of dragging brakes on Fairchild SA226 series airplanes when the brake pedals were operated during taxi operations. After troubleshooting by maintenance personnel, the problem was traced to the brake master cylinder. Disassembly of the malfunctioning master cylinders revealed broken check valve spring washers that, together with the action of the shuttle valve, prevented the release of brake pressure. Based on observed failures, FAA has determined that the brake master cylinders should be replaced at intervals of 15,000 hours time-in-service.

#### *What Is the Potential Impact if FAA Took No Action?*

This condition, if not detected or corrected, could cause dragging brakes, which can result in overheated brakes and cause an in-flight wheelwell fire if the dragging takes place during takeoff and the gear is later retracted.

#### *Has FAA Taken Any Action to This Point?*

We issued a proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Fairchild SA226 and SA227 series airplanes equipped with Skidmore-Wilhelm Model V1-15-1000 brake master cylinders. This proposal was published in the **Federal Register** as a supplemental notice of proposed rulemaking (NPRM) on December 20, 2001 (66 FR 65663). The supplemental NPRM proposed to require you replace these brake master cylinders with new or overhauled units of the same design.

#### *Was the Public Invited To Comment?*

The FAA encouraged interested persons to participate in the making of this amendment. We did not receive any comments on the supplemental proposed rule or on our determination of the cost to the public.

### FAA's Determination

#### *What Is FAA's Final Determination on This Issue?*

After careful review of all available information related to the subject presented above, we have determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. We have determined that these minor corrections:

—provide the intent that was proposed in the supplemental NPRM for correcting the unsafe condition; and

—do not add any additional burden upon the public than was already proposed in the supplemental NPRM.

**Cost Impact**

*How Many Airplanes Does This AD Impact?*

We estimate that this AD affects 140 airplanes in the U.S. registry.

*What Is the Cost Impact of This AD on Owners/Operators of the Affected Airplanes?*

We estimate the following costs to accomplish the replacements:

Labor cost	New or overhauled parts cost (4 parts for each aircraft required)	Total cost per airplane	Total cost on U.S. operators
8 workhours × \$60 per hour = \$480 .....	4 parts × \$200 = \$800 .....	\$1,280	140 × \$1,280 = \$179,200.

**Regulatory Impact**

*Does This AD Impact Various Entities?*

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.

*Does This AD Involve a Significant Rule or Regulatory Action?*

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 copy of the final evaluation prepared for this action is

contained in the Rules Docket. A copy of it may be obtained by contacting 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, under 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. FAA amends § 39.13 by adding a new AD to read as follows:

**2002-08-01 Fairchild Aircraft, Inc.:**  
Amendment 39-12708; Docket No. 2001-CE-17-AD.

(a) *What airplanes are affected by this AD?*

This AD affects the following airplane models and serial numbers that are certificated in any category:

Model	Serial Nos.
SA226-AT .....	All.
SA226-T .....	All.
SA226-T(B) .....	All.
SA226-TC .....	All.
SA227-AC, SA227-AT, and SA227-TT.	420 through 583.

(b) *Who must comply with this AD?*

Anyone who wishes to operate any of the airplanes identified in paragraph (a) of this AD must comply with this AD.

(c) *What problem does this AD address?*

The actions specified by this AD are intended to correct and prevent future malfunctioning brake master cylinders. Malfunctioning brake master cylinders could cause dragging brakes, which can result in overheated brakes and a wheelwell fire if the dragging takes place during takeoff and the gear is later retracted.

(d) *What actions must I accomplish to address this problem?*

To address this problem, you must accomplish the following:

Actions	Compliance	Procedures
Replace the Skidmore-Wilhelm Manufacturing Co. Model V1-15-1000 brake master cylinders with new or overhauled Model V1-15-1000 brake master cylinders or FAA-approved equivalent part numbers.	Within the next 200 hours time-in-service (TIS) after June 6, 2002 (the effective date of this AD) or 15,000 hours total TIS on the affected brake master cylinders, whichever occurs later, unless already accomplished. Replace thereafter at intervals not to exceed 15,000 hours TIS.	For SA226 series airplanes, do this action following the procedures in the applicable maintenance manual. Overhaul the brake master cylinders following the procedures in Fairchild Service Bulletin 226-32-069, Issued: October 24, 2001. For SA227 series airplanes, do this action following the procedures in the applicable maintenance manual. Overhaul the brake master cylinders following the procedures in Fairchild Service Bulletin 227-32-045, Issued: October 24, 2001.

(e) *Can I comply with this AD in any other way?* You may use an alternative method of compliance or adjust the compliance time if:

- (1) Your alternative method of compliance provides an equivalent level of safety; and
- (2) The Manager, Fort Worth Airplane Certification Office (ACO), approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who

may add comments and then send it to the Manager, Fort Worth ACO.

**Note:** This AD applies to each airplane identified in paragraph (a) of this AD, 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 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 Werner Koch, Aerospace Engineer, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone: (817) 222-5133; facsimile: (817) 222-5960.

(g) *What if I need to fly the airplane 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 airplane 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 Fairchild Aircraft Service Bulletin 226-32-069 including Overhaul Instructions With Parts Breakdown, Issued: October 24, 2001, and Fairchild Aircraft Service Bulletin 227-32-045 including Overhaul Instructions With Parts Breakdown, Issued: October 24, 2001. 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 Fairchild Aircraft, Inc., P.O. Box 790490, San Antonio, Texas 78279-0490. 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 June 6, 2002.

Issued in Kansas City, Missouri, on April 8, 2002.

**James E. Jackson,**

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 02-8988 Filed 4-16-02; 8:45 am]

**BILLING CODE 4910-13-U**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2002-SW-08-AD; Amendment 39-12711; AD 2002-06-52]

RIN 2120-AA64

#### Airworthiness Directives; Bell Helicopter Textron Canada Model 407 Helicopters

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This document publishes in the **Federal Register** an amendment adopting Airworthiness Directive (AD) 2002-06-52, which was sent previously to all known U.S. owners and operators of Bell Helicopter Textron Canada (BHTC) Model 407 helicopters by individual letters. This AD requires a one-time replacement of certain bearings and, before further flight, adding a limitation and caution to the rotorcraft flight manual (RFM) and at specified intervals, inspecting, replacing, and lubricating certain oil cooler blower bearings. This AD is prompted by several occurrences of failure of an oil cooler blower bearing. The actions specified by this AD are intended to prevent failure of an oil cooler blower bearing, loss of tail rotor drive, and a subsequent forced landing.

**DATES:** Effective May 2, 2002, to all persons except those persons to whom it was made immediately effective by Emergency AD 2002-06-52, issued on March 15, 2002, which contained the requirements of this amendment.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 2, 2002.

Comments for inclusion in the Rules Docket must be received on or before June 17, 2002.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Regional Counsel, Southwest Region, Attention: Rules Docket No. 2002-SW-08-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](mailto:9-asw-adcomments@faa.gov).

The applicable service information may be obtained from Bell Helicopter Textron Canada, 12,800 Rue de l'Avenir, Mirabel, Quebec J7Y1R4, telephone (450) 437-2862 or (800) 363-8023, fax (450) 433-0272. This information may be examined at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Paul Madej, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff, Fort Worth, Texas 76193-0110, telephone (817) 222-5125, fax (817) 222-5961.

**SUPPLEMENTARY INFORMATION:** On February 10, 2000, the FAA issued Final Rule AD 2000-02-12 (65 FR 8032, February 17, 2000), to require inspecting each oil cooler blower bearing (bearing)

for roughness and replacing any rough bearing before further flight. That AD was prompted by reports of failure of the bearing. Since the issuance of that AD, continued bearing failures and identifications of effects of engine exhaust gas ingestion have been reported. On March 15, 2002, the FAA issued superseding Emergency AD 2002-06-52 for BHTC Model 407 helicopters. That emergency AD requires a one-time replacement of certain bearings within 100 hours time-in-service, and before further flight, adding a limitation and caution to the RFM and at specified intervals, inspecting and, if necessary, replacing certain bearings and lubricating certain bearings. That action was prompted by several occurrences of failure of an oil cooler blower bearing. Particular tailwind conditions during flight can result in engine exhaust gas ingestion by the oil cooler blower and deterioration of the bearing grease. This condition, if not corrected, could result in bearing failure, loss of tail rotor drive, and a subsequent forced landing.

The FAA has reviewed Bell Helicopter Textron Alert Service Bulletin (ASB) Nos. 407-01-44, Revision A, dated October 25, 2001; 407-01-47, dated November 9, 2001; and 407-02-49, dated January 7, 2002. ASB 407-01-44, Revision A, dated October 25, 2001, specifies replacing specific oil cooler blower bearings and clarifies and expands the bearing lubrication procedure and schedule. ASB 407-01-47, dated November 9, 2001, updates the inspection and lubrication procedures and schedule for specified bearings at all oil cooler blower and tail rotor driveshaft locations. ASB 407-02-49, dated January 7, 2002, introduces a new limitation and a new caution for tailwind operations in the RFM and maintenance actions for exceeding the limitations.

Transport Canada, which is the airworthiness authority for Canada, notified the FAA that an unsafe condition may exist on this helicopter model. Transport Canada advises that testing indicates premature failure of an oil cooler blower bearing can occur, under certain conditions, due to ingesting exhaust gases into the aft fairing inlet resulting in elevated temperatures. Also, Transport Canada advises that research indicates that over-greasing the bearing can result in elevated bearing temperatures and failure of a bearing. Transport Canada classified the service bulletins as mandatory and issued AD No. CF-2002-18, dated March 4, 2002, to ensure