

Issued in Kansas City, Missouri on April 2, 2002.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2001-SW-67-AD; Amendment 39-12710; AD 2002-08-03]

RIN 2120-AA64

Airworthiness Directives; Enstrom Helicopter Corporation Model F-28, F-28A, F-28C, F-28F, 280, 280C, 280F, and 280FX Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD) for Enstrom Helicopter Corporation (EHC) Model F-28, F-28A, F-28C, F-28F, 280, 280C, 280F, and 280FX helicopters. That AD currently requires determining the radius of the shaft fillet, performing certain visual and dye-penetrant inspections before further flight, and replacing certain main rotor transmissions. This amendment requires the same actions as the previous AD, adds additional main rotor gear box part numbers, and corrects various errors contained in the current AD. This amendment is prompted by a commenter who noted that two additional main rotor gear box part numbers should have been included in the AD. The actions specified by this AD are intended to prevent shaft failure and subsequent loss of control of the helicopter.

DATES: Effective 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. 2001-SW-67-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: Joseph McGarvey, Fatigue Specialist, FAA, Chicago Aircraft Certification

Office, Airframe and Administrative Branch, 2300 East Devon Ave., Des Plaines, Illinois 60018, telephone (847) 294-7136, fax (847) 294-7834.

SUPPLEMENTARY INFORMATION: On October 16, 2001, the FAA issued AD 2001-22-01, Amendment 39-12479 (66 FR 54418, October 29, 2001), to require determining the radius of the shaft fillet, performing certain visual and dye-penetrant inspections before further flight, and replacing certain main rotor transmissions. That AD was prompted by the failure of a shaft on an EHC Model F-28A helicopter due to a fatigue crack. Previously, on August 16, 1976, the FAA issued AD 76-17-08, Amendment 39-2700 (41 FR 36015, August 26, 1976). On September 16, 1976, the FAA revised that AD by issuing AD 76-17-08 R1, Amendment 39-3043 (42 FR 51563, September 29, 1977). That AD was prompted by the FAA's determination, after a review of the service experience, that shaft crack sites may be introduced by allowing the shafts to remain in service for extended periods without modification. That condition, if not corrected, could result in shaft failure and subsequent loss of control of the helicopter. AD 2001-22-01 superseded AD 76-17-08 and AD 76-17-08R1.

Since the issuance of AD 2001-22-01, Amendment 39-12479, the FAA received a comment that the AD should have cited additional part numbers (part number (P/N) 28-13101-3 and P/N 28-13101-3-R) in Table 1 of the AD. Further, Figure 1 of AD 2001-22-01 contained an error—"2.7mm" is now corrected to state "12.7mm". This AD also corrects another part number and other minor typographical errors. Also, since the issuance of the previous AD, the manufacturer has revised its service information and issued Enstrom Helicopter Corporation Service Directive Bulletin No. 0094, Revision 2, dated February 15, 2002.

Since an unsafe condition has been identified that is likely to exist or develop on other helicopters of the same type designs, this AD supersedes AD 2001-22-01 to require the following:

- Before further flight, determine the transmission P/N and the radius of the shaft fillet.
- For certain models, replace any transmission having a shaft with a small radius fillet with an airworthy transmission before further flight.
- For certain other models, replace the transmission having a small radius shaft fillet that is not P/N 28-13101-1, P/N 28-13101-1-R, P/N 28-13101-3, or P/N 28-13101-3-R, with an airworthy transmission before further flight.

- For certain models with transmission, P/N 28-13101-1, P/N 28-13101-1-R, P/N 28-13101-3, or P/N 28-13101-3-R, having a small radius shaft fillet installed:

- Before further flight and at recurring intervals, visually inspect the shaft for a crack using a 10x or higher magnifying glass. If there is any indication of a crack, dye penetrant inspect the shaft before further flight, and if there is a crack, replace the transmission.

- Within 5 hours time-in-service (TIS), and thereafter at specified intervals, dye penetrant inspect the shaft for a crack and polish out specified nicks and scratches.

- If a crack is found or if a nick or scratch exceeds a specified limit, replace the transmission with an airworthy transmission before further flight.

- Within 300 hours TIS or at the next transmission overhaul, whichever occurs first, replace transmission, P/N 28-13101-1, P/N 28-13101-1-R, P/N 28-13101-3, or P/N 28-13101-3-R, with an airworthy transmission having a large radius shaft fillet.

Installing a transmission with a shaft, P/N 28-13104-1-1 or -P/N 28-13104-1-R, Revision K, L, M, N, P, R, or S or P/N 28-13140-1 or P/N 28-13140-1-R, is terminating action for the requirements of this AD. The short compliance time involved is required because the previously described critical unsafe condition can adversely affect the controllability and structural integrity of the helicopter. Therefore, determining the transmission P/N and the shaft fillet radius, conducting the required inspections, and replacing any unairworthy transmission with an airworthy transmission are required before further flight, and this AD must be issued immediately.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

The FAA estimates that 17 helicopters will be affected by this AD, that it will take approximately 1.4 work hours to accomplish the inspections and that the average labor rate is \$60 per work hour. A replacement shaft will cost approximately \$3,000 per helicopter, and overhauling the transmission and replacing the shaft will cost approximately \$12,000. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$256,428, assuming replacement of the

transmission (after an inspection) of every helicopter affected by this AD.

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 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. 2001-SW-67-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 39-12479 (66 FR 54418, October 29, 2001), and by adding a new airworthiness directive (AD), Amendment 39-12710, to read as follows:

2002-08-03 Enstrom Helicopter

Corporation: Amendment 39-12710. Docket No. 2001-SW-67-AD. Supersedes AD 2001-22-01, Amendment 39-12479, Docket No. 2001-SW-28-AD.

Applicability: Model F-28, F-28A, F-28C, F-28F, 280, 280C, 280F, and 280FX helicopters, 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 (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 main rotor shaft (shaft) failure and subsequent loss of control of the helicopter, accomplish the following:

(a) Before further flight, determine the part number (P/N) of the main rotor transmission (transmission) and the radius of the upper fillet of the shaft (as shown in the following Figure 1):

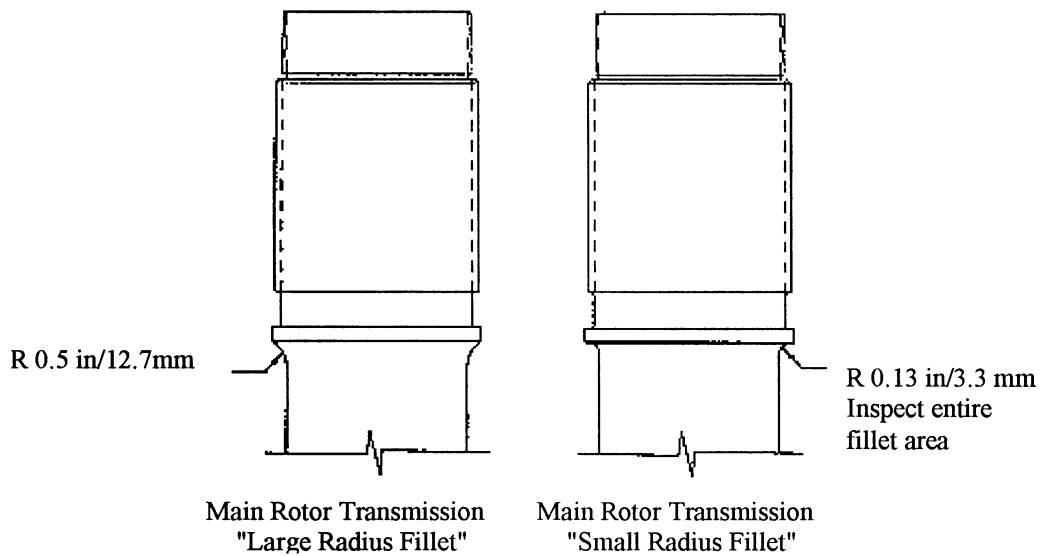


Figure 1. Main Rotor Shaft Inspection

(b) For EHC Model F-28C, F-28F, 280C, 280F, and 280FX helicopters, before further flight, replace any transmission having a small radius shaft fillet with an airworthy transmission having a large radius shaft fillet as specified in Table 1 of this AD.

(c) For EHC Model F-28, F-28A and 280 helicopters:
 (1) If the transmission has a small radius fillet and the transmission P/N is not listed in Table 1, before further flight, replace the transmission with an airworthy

transmission specified in the following Table 1 of this AD:

TABLE 1.—MAIN ROTOR TRANSMISSION EFFECTIVITY

Description	Transmission P/N	Qty per assy	Models effectivity						
			F-28, F-28A	280	F-28C	280C	F-28F	280F	280FX
(i) Main Rotor Gearbox (0.13 in. radius fillet M/R shaft).	28-13101-1 or -1-R, or 28-13101-3 or -3-R.	1	X	X					
(ii) Main Rotor Gearbox (0.5 in. radius fillet M/R shaft).	28-13101-5 or -5-R*	1	X	X	X	X			
(iii) Main Rotor Gearbox (0.5 in. radius fillet M/R shaft).	28-13101-8 or -8-R	1	X	X	X	X	X	X	
(iv) Main Rotor Gearbox (0.5 in. radius fillet M/R shaft).	28-13101-9 or -9-R	1	X	X	X	X	X	X	
(v) Main Rotor Gearbox (0.5 in. radius fillet, heavy M/R shaft).	28-13101-101 or -101-R*.	1	X	X	X	X			
(vi) Main Rotor Gearbox (0.5 in. radius fillet M/R shaft).	28-13170-1 or -1-R	1	X	X	X	X	X	X	
(vii) Main Rotor Gearbox (0.5 in. radius fillet M/R shaft).	28-13170-3 or -3-R*	1	X	X	X	X	X	X	
(viii) Main Rotor Gearbox (0.5 in. radius fillet, heavy M/R shaft).	28-13170-7 or -7-R*	1	X	X	X	X	X	X	
(ix) Main Rotor Gearbox (0.5 in. radius fillet, heavy M/R shaft, magnetic chip detector, and low rotor RPM pick-up).	28-13170-9 or -9-R*	1					X		X

Note: “-R” indicates an overhauled transmission.
 *Transmissions currently available from EHC.

(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]

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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