We are issuing this AD to require actions to correct the unsafe condition on these products.

DATES: This AD becomes effective October 7, 2010.

The Director of the Federal Register approved the incorporation by reference of a certain publication listed in this AD as of October 7, 2010.

ADDRESSES: You may examine the AD docket on the Internet at http://www.regulations.gov or in person at the U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE, Washington, DC.


Issued in Renton, Washington, on August 3, 2006.

Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.

We might also have required different words from those in the MCAI or Service Information and, in general, agree with their substance. But different words from those in the MCAI or Service Information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at the FAA, call 425–227–1221.

We have reviewed the MCAI and service information that is incorporated by reference to: [EASA] AD requires the installation of additional guards, bolts and nuts on the aileron interconnect cable pulleys at frame 29 (left and right). This [EASA] AD has been revised to exclude aeroplanes from the Applicability that have been modified to freighter configuration in accordance with BAE Systems modification No. HCM50200B. As this modification includes the removal of the insulation bags, the unsafe condition that is addressed by this [EASA] AD cannot exist or develop on those aeroplanes.

You may obtain further information by examining the MCAI in the AD docket.

Comments
We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM or on the determination of the cost to the public.

Conclusion
We reviewed the available data and determined that air safety and the public interest require adopting the AD as proposed.

For the reasons described above, this [EASA] AD cannot exist or develop on those aeroplanes.

We reviewed the available data and determined that air safety and the public interest require adopting the AD as proposed.

Differences Between This AD and the MCAI or Service Information
We might also have required different actions in this AD from those in the
Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. “Subtitle VII: Aviation Programs,” describes in more detail the scope of the Agency’s authority.

We are issuing this rulemaking under the authority described in “Subtitle VII, Part A, Subpart III, Section 44701: General requirements.” Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

We determined that this AD will not have federalism implications under Executive Order 13132. This AD 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.

For the reasons discussed above, I certify this AD:

1. Is not a “significant regulatory action” under Executive Order 12866; and
2. Is not a “significant rule” under the 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.

We prepared a regulatory evaluation of the estimated costs to comply with this AD and placed it in the AD docket. Costs of Compliance

We estimate that this AD will affect 1 product of U.S. registry. We also estimate that it will take about 5 work-hours per product to comply with the basic requirements of this AD. The average labor rate is $85 per work-hour. Required parts will cost about $340 per product. Where the service information lists required parts costs that are covered under warranty, we have assumed that there will be no charge for these parts. As we do not control warranty coverage for affected parties, some parties may incur costs higher than estimated here. Based on these figures, we estimate the cost of this AD to the U.S. operator to be $765.

Compliance

You are responsible for having the actions required by this AD performed after the compliance times specified, unless the actions have already been done.

For any requirement or service information as follows: No. FAA–2010–0477; Directorate ANM–116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, WA 98057–3356; telephone (425) 227–1175; fax (425) 227–1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically reference this AD.

Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM–116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to Attn: Todd Thompson, Aerospace Engineer, International Branch, ANM–116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, WA 98057–3356; telephone (425) 227–1175; fax (425) 227–1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically reference this AD.

For any requirement or service information as follows: No. FAA–2010–0477; Directorate ANM–116, Transport Airplane Directorate, FAA, 1601 Lind Avenue, SW., Renton, WA 98057–3356; telephone (425) 227–1175; fax (425) 227–1149. Before using any approved AMOC on any airplane to which the AMOC applies, notify your principal maintenance inspector (PMI) or principal avionics inspector (PAI), as appropriate, or lacking a principal inspector, your local Flight Standards District Office. The AMOC approval letter must specifically reference this AD.

FAA AD Differences

Note 1: This AD differs from the MCAI and/or service information as follows: No differences.

The information collection requirements in this AD are approved by the Office of Management and Budget (OMB) under the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), and the FAA has obtained the required approval from OMB. The OMB Control Number is 2120–0686.
SUMMARY: This document publishes in the Federal Register an amendment adopting Airworthiness Directive (AD) 2010–16–51, which was sent previously to all known U.S. owners and operators of Eurocopter France (Eurocopter) Model SA330J helicopters by individual letters. This AD requires, within 10 hours time-in-service (TIS), inspecting for a gap between the main gearbox (MGB) oil cooling fan assembly (fan) rotor blade and the upper section of the guide vane bearing housing. This inspection must be accomplished by using a feeler gauge attached to a rigid rod. If the feeler gauge cannot be inserted between the blade and the housing, this AD requires replacing the two fan rotor shaft bearings with two airworthy bearings. This AD is prompted by the separation of a fan rotor blade that caused puncture holes in the transmission deck. This condition, if not corrected, could lead to damage to the hydraulic lines and flight controls, and subsequent loss of control of the helicopter.

DATES: Effective September 17, 2010, to all persons except those persons to whom it was made immediately effective by Emergency AD 2010–16–51, issued on July 19, 2010, 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 September 17, 2010.

Comments for inclusion in the Rules Docket must be received on or before November 1, 2010.

ADDRESSES: Use one of the following addresses to submit comments on this AD:
- Hand Delivery: U.S. Department of Transportation, Docket Operations, M–30, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

You may get the service information identified in this AD from American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, TX 75053–4005, telephone (800) 232–0323, fax (972) 641–3710, or at http://www.eurocopter.com.

Examining the docket: You may examine the docket that contains the AD, any comments, and other information on the Internet at http://www.regulations.gov, or in person at the Docket Operations office between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Docket Operations office (telephone 800647–5527) is located in Room W12–140 on the ground floor of the West Building at the street address stated in the ADDRESSES section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT: Rao Edupuganti, Aviation Safety Engineer, Rotorcraft Directorate, Regulations and Policy Group, 2801 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222–4389, fax (817) 222–5961.

SUPPLEMENTARY INFORMATION: On July 19, 2010, we issued Emergency AD 2010–16–51 for Eurocopter Model SA330J helicopters, which requires, within 10 hours TIS, inspecting for a gap between the MGB fan rotor blade and the upper section of the guide vane bearing housing over the entire width of the blade. The inspection must be accomplished by using a 0.2 millimeter (mm) (0.008 inch) feeler gauge attached to a rigid rod. If the feeler gauge cannot be inserted between the upper blade and the upper housing, the Emergency AD requires replacing the two fan rotor shaft bearings with two airworthy bearings. That action was prompted by a rotor burst of MGB oil fan.

Investigation of the incident has shown that some fan rotor blades struck the upper area of the guide vane bearing housing of the fan and separated from the rotor, striking the MGB compartment environment, and punctured holes in the transmission deck. This interference was due to internal degradation of the bearings of the fan rotor shaft. This condition, if not corrected, could lead to fan rotor burst, damage to the hydraulic lines and flight controls, and subsequent loss of control of the helicopter.

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, notified us that an unsafe condition may exist on these helicopter models. EASA advises of a case of rotor burst of a fan. Investigation has shown that some fan rotor blades interfered with the upper area of the guide vane bearing housing of the fan. The blades detached from the rotor, impacted the MGB compartment environment, and punctured holes in the transmission deck. This interference was due to internal degradation of the bearings of...