

**Applicability:** Model EC225LP helicopters, with an airworthiness certificate issued before December 15, 2009, with FISHER H140 pilot and co-pilot seats, part number (P/N) 052010032000D61091, Eurocopter P/N 704A41120116, or with Eurocopter co-pilot seat, P/N 332V08-0180-00, installed, certificated in any category.

**Compliance:** Required as indicated, unless accomplished previously.

To detect a missing floor attachment screw, nut, or washer to help prevent detachment of the seat from the floor during an emergency landing, do the following:

(a) Within 85 hours time-in-service (TIS), inspect for the presence of 4 screws and 4 nuts on each side of the copilot's seat mount and 1 screw and 1 nut on each side of the pilot's seat mount by reference to Figures 1 through 4 of Eurocopter Alert Service Bulletin No. 53A020, Revision 0, dated February 17, 2010 (ASB).

(b) If any screw, nut, or cup washer is missing, remove the seat and mount and before further flight, countersink the hole and install airworthy parts and replace the mount and seat by following the Accomplishment Instructions, paragraph 2.b.2.b., of the ASB.

(c) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Safety Management Group, FAA, Attn: Gary Roach, Aviation Safety Engineer, Rotorcraft Directorate, Regulations and Guidance Group, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5130, fax (817) 222-5961, for information about previously approved alternative methods of compliance.

(d) The Joint Aircraft System/Component Code is 2500: Cabin Equipment/Furnishings.

(e) The inspection and repair of the pilot and co-pilot seats shall be done by following the specified portions of Eurocopter Alert Service Bulletin No. 53A020, Revision 0, dated February 17, 2010. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained 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>. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas, or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

(f) This amendment becomes effective on November 14, 2011.

**Note:** The subject of this AD is addressed in European Aviation Safety Agency AD No. 2010-0030, dated February 26, 2010.

Issued in Fort Worth, Texas, on September 29, 2011.

**Kim Smith,**

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 2011-27680 Filed 10-26-11; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

**[Docket No. FAA-2011-0792; Directorate Identifier 2009-SW-19-AD; Amendment 39-16762; AD 2011-16-04]**

**RIN 2120-AA64**

#### **Airworthiness Directives; Sikorsky Aircraft Corporation (Sikorsky) Model S-92A Helicopters**

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

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

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) for Sikorsky Model S-92A helicopters. This action requires making pen and ink changes, inserting a copy of this AD, or inserting specified temporary revisions into the Limitations section of the Rotorcraft Flight Manual (RFM) limiting the maximum rolling groundspeed for a normal landing or takeoff from 65 knots to 50 knots for helicopters with a certain serial-numbered landing gear retract actuator (actuator). Instead of limiting the groundspeed, replacing the affected actuator with a modified actuator is terminating action for the requirements of this AD. This amendment is prompted by a report of a main landing gear that would not retract. The manufacturer reports that certain actuators were manufactured with down-lock keys that did not meet the specified minimum hardness requirements. This condition, if not corrected, could lead to a landing gear collapse following a roll-on landing that exceeds 50 knots groundspeed. These actions are intended to prevent collapse of a landing gear and subsequent loss of control of the helicopter.

**DATES:** Effective November 14, 2011.

Comments for inclusion in the Rules Docket must be received on or before December 27, 2011.

**ADDRESSES:** Use one of the following addresses to submit comments on this AD:

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov>. Follow the instructions for submitting comments.

- **Fax:** 202-493-2251.

- **Mail:** U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590.

- **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 Sikorsky Aircraft Corporation, Attn: Manager, Commercial Technical Support, mailstop s581a, 6900 Main Street, Stratford, CT, telephone (203) 383-4866, e-mail address [tsslibrary@sikorsky.com](mailto:tsslibrary@sikorsky.com), or at <http://www.sikorsky.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 (800) 647-5527) 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:** Michael Schwetz, Aviation Safety Engineer, Boston Aircraft Certification Office, 12 New England Executive Park, Burlington, MA 01803, telephone (781) 238-7761, fax (781) 238-7170.

**SUPPLEMENTARY INFORMATION:** This amendment adopts a new AD for Sikorsky Model S-92A helicopters. This action requires making pen and ink changes, inserting a copy of this AD, or inserting certain temporary revisions into the Limitations section of the RFM limiting the maximum groundspeed for a normal landing or takeoff to 50 knots for helicopters with a certain serial-numbered actuator installed. The temporary revisions to the Limitations section of the RFM also require replacing the actuators if the landing exceeds the 50 knot rolling groundspeed before further flight or before towing the helicopter; rolling ground taxi operations are permitted. Replacing the affected actuator with a modified actuator is terminating action for the requirements of this AD. The manufacturer states that it anticipates retrofitting the fleet with a modified actuator within 3 years. This amendment is prompted by a report that certain actuators were manufactured

with a down-lock pin that does not meet the specified minimum hardness requirements, which could lead to a landing gear collapse following a roll-on landing that exceeds 50 knots. These actions are intended to prevent a landing gear collapse and subsequent loss of control of the helicopter.

We have reviewed Sikorsky Alert Service Bulletin No. 92-32-001, dated May 2, 2008 (ASB), which describes the unsafe condition, its cause, and the temporary operating restrictions intended to mitigate the unsafe condition until modified actuators are available. The ASB references and includes Embraer Liebherr Equipamentos do Brasil Service Bulletin No. 2392-0850-32-02 Change No. 1, dated May 15, 2008, which specifies procedures for replacing the down-lock key in the affected actuators.

This unsafe condition is likely to exist or develop on other helicopters of the same type design. Therefore, this AD is being issued to limit the maximum rolling groundspeed for a normal landing or takeoff to 50 knots rolling groundspeed. If the limitation is exceeded on landing, the actuator must be replaced with a modified actuator before further flight or towing operation; rolling ground taxi operations are permitted. This AD requires making pen and ink changes, inserting a copy of this AD, or inserting the following temporary revisions into the Limitations section of the RFM: SA S92A-RFM-000, Revision 2; SA S92A-RFM-002, Revision 6; SA S92A-RFM-003, Revision 5; SA S92A-RFM-004, Revision 5; SA S92A-RFM-005, Revision 4; or SA S92A-RFM-006, Revision 3; all approved on January 7, 2011. Instead of limiting the groundspeed, replacing each actuator without the modification letter "B" stamped on the nameplate with an airworthy modified actuator with a letter "B" stamped on the nameplate constitutes terminating action for the requirements of this AD.

The short compliance time of before further flight is required because the previously described critical unsafe condition can adversely affect the structural integrity and controllability of the helicopter. Therefore, limiting the maximum groundspeed for normal landing or takeoff to 50 knots to reduce the likelihood of a landing gear collapse is 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.

We estimate that this AD will affect 42 helicopters. It will take a minimal amount of time to make the limitation changes. If the operator replaces an affected actuator with a modified actuator, it will take about 8 work hours at an average labor rate of \$85 per work hour. Required parts will cost about \$7,841 per helicopter. Based on these figures, we estimate the total cost impact of the AD on U.S. operators to be \$357,882, assuming all the helicopter operators install modified actuators.

#### Comments Invited

This AD is a final rule that involves requirements that affect flight safety and was not preceded by notice and an opportunity for public comment; however, we invite you to submit any written data, views, or arguments regarding this AD. Send your comments to an address listed under **ADDRESSES**. Include "Docket No. FAA-2011-0792; Directorate Identifier 2009-SW-19-AD" at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of the AD. We will consider all comments received by the closing date and may amend the AD in light of those comments.

We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. We will also post a report summarizing each substantive verbal contact with FAA personnel concerning this AD. Using the search function of our docket Web site, you can find and read the comments to any of our dockets, including the name of the individual who sent the comment. You may review the DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78).

#### Regulatory Findings

We have 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 that the regulation:

1. Is not a "significant regulatory action" under Executive Order 12866;
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 an economic evaluation of the estimated costs to comply with this AD. See the AD docket to examine the economic evaluation.

#### 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.

#### 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 a new airworthiness directive to read as follows:

**2011-16-04 Sikorsky Aircraft Corporation:**  
Amendment 39-16762. Docket No. FAA-2011-0792; Directorate Identifier 2009-SW-19-AD.

*Applicability:* Model S-92A helicopters with landing gear retract actuator (actuator), part number (P/N) 92250-00800-103, with a serial number (S/N) 101-00026 through 101-00237, without the modification letter "B"

stamped on the nameplate, certificated in any category.

*Compliance:* Before further flight, unless previously accomplished.

To prevent a landing gear collapse and subsequent loss of control of the helicopter, do the following:

(a) Revise the operating limitations, "Airspeed Limits" section of the rotorcraft Flight Manual (RFM) by one of the following methods:

(1) Insert Sikorsky "Temporary Revisions" SA S92A-RFM-000, Revision 2; SA S92A-RFM-002, Revision 6; SA S92A-RFM-003, Revision 5; SA S92A-RFM-004, Revision 5; SA S92A-RFM-005, Revision 4; or SA S92A-RFM-006, Revision 3; all approved January 7, 2011; or

(2) Insert a copy of this AD; or

(3) Make pen and ink changes with the following limitations:

"Maximum rolling groundspeed for normal takeoff or normal landing is 50 knots."

"After a landing with a rolling groundspeed in excess of 50 knots, any further takeoffs or towing operation is prohibited. Rolling ground taxi operations of less than 50 knots are permitted."

(b) Following a landing with a rolling groundspeed in excess of 50 knots, or as an alternative to revising the operating limitations section of the RFM in compliance with this AD, before further flight, replace each affected actuator that does not have the modification letter "B" stamped on the nameplate with an airworthy actuator that has the modification letter "B" stamped on the nameplate.

(c) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Boston Aircraft Certification Office, FAA, ATTN: Michael Schwetz, Aviation Safety Engineer, 12 New England Executive Park, Burlington, MA 01803, telephone (781) 238-7761, fax (781) 238-7170, for information about previously approved alternative methods of compliance.

**Note:** Sikorsky Alert Service Bulletin No. 92-32-001, dated May 2, 2008, which is not incorporated by reference, contains additional information about the subject of this AD.

(d) The Joint Aircraft System/Component (JASC) Code is 3233: Landing Gear Actuator.

(e) This amendment becomes effective on November 14, 2011.

Issued in Fort Worth, Texas, on July 14, 2011.

**Kim Smith,**

*Manager, Rotorcraft Directorate, Aircraft Certification Service.*

[FR Doc. 2011-27773 Filed 10-26-11; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2010-0909; Directorate Identifier 2010-SW-026-AD; Amendment 39-16835; AD 2011-21-12]

RIN 2120-AA64

#### Airworthiness Directives; Erickson Air-Crane Incorporated Model S-64F Helicopters

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** We are adopting a new airworthiness directive (AD) for the Erickson Air-Crane (Erickson Air-Crane) Model S-64F helicopters. The amendment requires, at specified intervals, certain inspections of the rotating washplate assembly (washplate) for a crack. If a crack is found, this AD also requires, before further flight, replacing the washplate with an airworthy washplate. This AD is prompted by a report from the manufacturer of a washplate cracking during fatigue testing. We are issuing this AD to prevent loss of a washplate due to a fatigue crack, loss of control of the main rotor system, and subsequent loss of control of the helicopter.

**DATES:** Effective December 1, 2011.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the AD as of December 1, 2011.

**ADDRESSES:** For service information identified in this AD, contact Erickson Air-Crane Incorporated, 3100 Willow Springs Road, P.O. Box 3247, Central Point, OR 97502, telephone (541) 664-5544, fax (541) 664-2312.

*Examining the AD Docket:* You may examine the AD docket, any comments, and other information 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 (800) 647-5527) is located in Room W12-140 on the ground floor of the West Building at 1200 New Jersey Avenue, SE., Washington, DC 20590.

**FOR FURTHER INFORMATION CONTACT:** Michael Kohner, ASW-170, Aviation Safety Engineer, Rotorcraft Directorate, Rotorcraft Certification Office, Fort Worth, Texas 76137, telephone (817) 222-5170, fax (817) 222-5783.

**SUPPLEMENTARY INFORMATION:**

### Discussion

We issued a Notice of Proposed Rulemaking (NPRM) to amend 14 CFR part 39 to include an AD that would apply to Erickson Air-Crane Model S-64F helicopters on September 3, 2010. That NPRM was published in the **Federal Register** on September 16, 2010 (75 FR 56487). That NPRM proposed to require, at specified intervals, certain visual inspections of the washplate for a crack. Also, the AD proposed, at specified intervals a fluorescent-penetrant inspection (FPI) of the washplate for a crack. If a crack is found, that NPRM proposed, before further flight, replacing the washplate with an airworthy washplate.

### Comments

We gave the public an opportunity to participate in developing this AD. We received no comment on the NPRM or on our determination of the cost to the public. Therefore, based on our review and evaluation of the available data, we have determined that air safety and the public interest require adopting the AD as proposed.

### Costs of Compliance

We estimate that this AD will affect 7 helicopters of U.S. registry and will take about:

- .5 hour for the visual inspection;
- 1 hour for the 10-power or higher magnifying glass inspection;
- 35 hours for the 1,000-hour FPI; and
- 32 hours to replace a washplate at an average labor rate of \$85 per work hour.

Required parts will cost about \$25,000 per helicopter. Based on these figures, we estimate the cost of this AD on U.S. operators is \$229,145, assuming 40 15-hour visual inspections; 4 150-hour 10-power magnifying glass inspections; 1 1000-hour FPI and 1 washplate replacement for each helicopter for the entire fleet of S-64F helicopters for each year.

### 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