0071, dated September 12, 2012, are not
required by this AD.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Seattle Aircraft
Certification Office (ACO), FAA, has the
authority to approve AMOCs for this AD, if
requested using the procedures found in 14 CFR
39.19. In accordance with 14 CFR 39.19,
send your request to your principal inspector
or local Flight Standards District Office, as
appropriate. If sending information directly
to the manager of the ACO, send it to the
attention of the person identified in the
Related Information section of this AD.
Information may be emailed to: 9-ANM-
Seattle-ACO-AMOC-Requests@faa.gov.

(2) Before using any approved AMOC,
notify your appropriate principal inspector,
or lacking a principal inspector, the manager
of the local Flight Standards District office/certificate holding district office.

(3) An AMOC that provides an acceptable
level of safety may be used for any repair
required by this AD if it is approved by the
Boeing Commercial Airplanes Organization
Designation Authorization (ODA) that has
been authorized by the Manager, Seattle
ACO, to make those findings. For a repair
method to be approved, the repair must meet
the certification basis of the airplane, and
the approval must specifically refer to this AD.

(j) Related Information

(1) For more information about this AD,
contact Nancy Marsh, Aerospace Engineer,
Airframe Branch, ANM—1205, FAA, Seattle
Aircraft Certification Office, 1601 Lind
Avenue SW., Renton, WA 98057–3356;
phone: (425) 917–6440; fax: (425) 917–6590;
email: nancy.marsh@faa.gov.

(2) For service information identified in
this AD, contact Boeing Commercial
Airplanes, Attention: Data & Services
Management, P.O. Box 3707, MC 2H–65,
Seattle, WA 98124–2207; telephone 206–
544–5000, extension 1; fax 206–766–5680;
Internet https://www.myboeingfleet.com. You
may review copies of the referenced service
information at the FAA, Transport Aircraft
Directorate, 1601 Lind Ave. NW., Renton,
WA. For information on the availability
of this material at the FAA, call 425–227–1221.

Issued in Renton, Washington, on April 12,
2013.

Jeffrey E. Duven,
Acting Manager, Transport Airplane
Directorate, Aircraft Certification Service.

[FR Doc. 2013–09407 Filed 4–19–13; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2013–0020; Directorate
Identifier 2010–SW–107–AD]

RIN 2120–AA64

Airworthiness Directives: Eurocopter
Deutschland GmbH (ECD) Helicopters

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking
(NPRM).

SUMMARY: We propose to adopt a new
airworthiness directive (AD) for ECD
Model MBB–BK 117 C–2 helicopters.
This proposed AD would require
inspecting the rigging of the power-
boosted control system and, if there is
a nonparallel gap between the rigging
wedges and the inner sleeves,
performing a rigging procedure.
This proposed AD is prompted by the
discovery, during rigging of the main
rotor controls, of movement of the
longitudinal main rotor actuator piston
after shut-down of the external pump
drive. Such movement could cause
incorrect rigging results. The proposed
actions are intended to prevent incorrect
rigging results, which could impair
freedom of movement of the upper
controls and subsequent reduced
certainty of the helicopter.

DATES: We must receive comments on
this proposed AD by June 21, 2013.

ADDRESSES: You may send comments by
any of the following methods:
• Federal eRulemaking Docket: Go to
http://www.regulations.gov. Follow the
online instructions for sending your
comments electronically.
• Fax: 202–493–2251.
• Mail: Send comments to the U.S.
Department of Transportation, Docket
Operations, M–30, West Building
Ground Floor, Room W12–140, 1200
New Jersey Avenue SE., Washington,
DC 20590–0001.
• Hand Delivery: Deliver to the
“Mail” address between 9 a.m. and 5 p.m.,
Monday through Friday, except
Federal holidays.

Examining the AD Docket
You may examine the AD docket 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 AD
docket contains: this proposed AD, the
economic evaluation, any comments
received, and other information. The
street address for the Docket Operations
Office (telephone 800–647–5527) is in
the ADDRESSES section. Comments will be
available in the AD docket shortly
after receipt.

For service information identified in
this proposed AD, contact American
Eurocopter Corporation, 2701 N. Forum
Drive, Grand Prairie, TX 75052,
telephone (972) 641–0000 or (800) 232–
0323, fax (972) 641–3775, or at http://
www.eurocopter.com/techpub. You may
review the referenced service
information at the FAA, Office of the
Regional Counsel, Southwest Region,
2601 Meacham Blvd., Room 663, Fort
Worth, Texas 76137.

FOR FURTHER INFORMATION CONTACT:
Jim Grigg, Manager, FAA, Rotorcraft
Directorate, Safety Management Group,
2601 Meacham Blvd., Fort Worth, TX
76137; telephone (817) 222–5110; email
jim.grigg@faa.gov.

SUPPLEMENTARY INFORMATION:
Comments Invited

We invite you to participate in this
rulemaking by submitting written
comments, data, or views. We also
invite comments relating to the
economic, environmental, energy, or
federalism impacts that might result
from adopting the proposals in this
document. The most helpful comments
reference a specific portion of the
proposal, explain the reason for any
recommended change, and include
supporting data. To ensure the docket
does not contain duplicate comments,
commenters should send only one copy
of written comments, or if comments are
filed electronically, commenters should
submit only one time.

We will file in the docket all
comments that we receive, as well as a
report summarizing each substantive
public contact with FAA personnel
concerning this proposed rulemaking.
Before acting on this proposal, we will
consider all comments we receive on or
before the closing date for comments.
We will consider comments filed after
the comment period has closed if it is
possible to do so without incurring
expense or delay. We may change this
proposition in light of the comments we
receive.

Discussion

The European Aviation Safety Agency
(EASA), which is the Technical Agent
for the Member States of the European
Union, has issued AD No. 2010–0248,
dated November 26, 2010 (AD 2010–
0248), to correct an unsafe condition for
the ECD Model MBB–BK 117 C–2
helicopters. EASA advises that during
rigging of the main rotor controls, it was
discovered that the piston of the longitudinal main rotor actuator had moved after shut-down of the external pump drive.

**FAA’s Determination**

These helicopters have been approved by the aviation authority of Germany and are approved for operation in the United States. Pursuant to our bilateral agreement with Germany, EASA, its technical representative, has notified us of the unsafe condition described in its AD. We are proposing this AD because we evaluated all known relevant information and determined that an unsafe condition is likely to exist or develop on other helicopters of the same type design.

**Related Service Information**

ECD has issued Alert Service Bulletin ASB MBB BK117 C–2–67A–012, Revision 0, dated September 20, 2010 (ASB). The ASB specifies a one-time verification of the correct adjustment of the rigging of the main rotor controls and provides the corresponding test procedure. The ASB further provides an improved rigging procedure as a temporary revision to the ECD BK117C2 Aircraft Maintenance Manual. EASA classified this ASB as mandatory and issued AD 2010–0248 to ensure the continued airworthiness of these helicopters.

**Proposed AD Requirements**

This proposed AD would require inspecting the rigging of the power-boosted control system and performing a rigging procedure if there is a nonparallel gap between the rigging wedges and the inner sleeves.

**Differences Between This Proposed AD and the EASA AD**

We do not require inserting temporary changes into the performance section of the Rotorcraft Flight Manual.

**Costs of Compliance**

We estimate that this proposed AD would affect 108 helicopters of U.S. registry. We estimate that operators may incur the following costs in order to comply with this proposed AD:

- $680 for 8 work hours per helicopter to inspect the main rotor control rigging at an average labor rate of $85 per work hour;
- $600 for 8 work hours per helicopter to inspect the main rotor control rigging at an average labor rate of $85 per work hour;
- $37,440 for the total cost of the proposed AD on U.S. operators.

**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 proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would 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, I certify this proposed 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);
3. Will not affect intrastate aviation in Alaska to the extent that it justifies making a regulatory distinction; and
4. 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 proposed AD and placed it in the AD docket.

**List of Subjects in 14 CFR Part 39**

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

**The Proposed Amendment**

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 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. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

**EUROCOPTER DEUTSCHLAND GmbH**


**a) Applicability**

This AD applies to Model MBB–BK 117 C–2 helicopters, certificated in any category.

**b) Unsafe Condition**

This AD defines the unsafe condition as movement of the longitudinal main rotor actuator piston after shut-down of the external pump drive, during rigging of the main rotor controls, causing an incorrect rigging result. This condition could impair freedom of movement of the upper controls and subsequently reduce control of the helicopter.

**c) Compliance**

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

**d) Required Actions**

Within 300 hours time-in-service:

1. Inspect the rigging of the power-boosted control system, referencing Figure 1 of Eurocopter Alert Service Bulletin ASB MBB BK117 C–2–67 A–012, Revision 0, dated September 20, 2010 (ASB). Ensure the piston of the longitudinal actuator (right-hand side) is held in the fully extended position and the piston of the lateral actuator (left-hand side) is held in the fully retracted position against the mechanical stop. Also, ensure the gauge block is clamped between the sliding sleeve and the support tube.

2. Insert the rigging wedges with the 25.4 degree (item 8) and 19.5 degree (item 7) markings in the “A” side of the guide grooves of the rigging device (item 3).

3. If the gap between the rigging wedges (items 7 and 8) and the inner sleeves (item 9) is closed, the rigging is correct.

4. If there is a nonparallel gap between the rigging wedges (items 7 and 8) and the inner sleeves (item 9), the rigging is not correct. Perform a rigging procedure.

**e) Alternative Methods of Compliance (AMOC)**

1. The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Jim Grigg, Manager, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, TX 76137, telephone (817) 222–5110, email Jim.Grigg@faa.gov.

2. For operations conducted under 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office before operating any aircraft complying with this AD through an AMOC.
DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives; Sikorsky Aircraft Corporation Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to adopt a new airworthiness directive (AD) for Sikorsky Aircraft Corporation (Sikorsky) Model S–92A helicopters with serial numbers (S/N) 920006 through 920169.

This proposed AD is prompted by a recent event where an extinguishing test at a Sikorsky plant showed that an incorrect No. 1 engine tube length had been put into production. Because of the incorrect tube length, if a fire erupts in the engine compartment, the fire-extinguishing system may not discharge the agent completely throughout the compartment to extinguish the blaze. This proposed AD would require removing the No. 1 engine tube, cutting off two inches from the discharge end of the tube, and inspecting the outboard discharge tube and positioning both tubes to ensure that they would provide complete coverage of the extinguishing agent in the No. 1 engine compartment area to ensure that a fire can be extinguished.

DISCUSSION

We propose to adopt a new airworthiness directive (AD) for Sikorsky Aircraft Corporation (Sikorsky) Model S–92A helicopters with serial numbers (S/N) 920006 through 920169. This proposed AD is prompted by a recent event where an extinguishing test at a Sikorsky plant showed that an incorrect No. 1 engine tube length had been put into production. Because of the incorrect tube length, if a fire erupts in the engine compartment, the fire-extinguishing system may not discharge the agent completely throughout the compartment to extinguish the blaze. This proposed AD would require removing the No. 1 engine tube, cutting off two inches from the discharge end of the tube, and inspecting the outboard discharge tube and positioning both tubes to ensure that they would provide complete coverage of the extinguishing agent in the No. 1 engine compartment area to ensure that a fire can be extinguished.

FAA’s Determination

We are proposing this AD because we evaluated all known relevant information and determined that an unsafe condition exists and is likely to exist or develop on other products of these same type designs.

Related Service Information

Sikorsky has issued Alert Service Bulletin 92–26–004 (ASB), dated June 4, 2012, to modify the No. 1 engine tube within 120 days. The ASB specifies procedures to cut two inches off the tube’s discharge end, as well as how to inspect and reposition, if necessary, the outboard discharge tube.

Proposed AD Requirements

This proposed AD would require removing the No. 1 engine tube, removing two inches from the discharge end of the tube, and then require inspecting the outboard discharge tube.