(2) Visually inspect each weight and lever for corrosion and damage in the threaded areas as depicted in Figure 2 of ASB No. ASB–MBB–BK117–30–113, dated September 23, 2008; ASB No. ASB BO105–30–116, dated September 23, 2008; or ASB No. ASB BO 105 LS 30–12, dated December 12, 2008; as applicable to your model helicopter.

(i) If there is no corrosion or thread damage on either the weight or lever, before further flight, reinstall the weight by following paragraph (e)(3) of this AD.

(ii) If there is corrosion or thread damage on the threaded portion of a weight:

(A) If the total area of corrosion or thread damage, or both, covers less than 25 percent of the length of the threaded area, the weight can be threaded (screwed) onto the lever, and the cylindrical mating surface has no damage, before further flight, remove the corrosion and reinstall the weight by following paragraph (e)(3) of this AD.

(B) If the total area of corrosion or thread damage, or both, covers 25 percent or more of the length of the threaded area, the weight cannot be threaded (screwed) onto the lever, or the cylindrical mating surface has damage, before further flight, replace the weight with an airworthy weight by following paragraph (e)(3) of this AD.

(iii) If there is corrosion or thread damage on the threaded portion of the lever, polish out the corrosion and thread damage using a polishing cloth 600 and:

(A) If the thread depth does not exceed 0.3 millimeter (mm) and the diameter of the lever in the area before the threaded area is not less than 9.95 mm after polish out, before further flight, install airworthy weights to the lever by following paragraph (e)(3) of this AD.

(B) If the thread depth is 0.3 mm or greater or the diameter of the lever in the area before the threaded area is less than 9.95 mm after polish out, before further flight, replace the lever with an airworthy lever.

(3) Apply corrosion preventive paste onto the thread of the lever and install weights to the lever as depicted in Figure 1 of ASB No. ASB–MBB–BK117–30–113, dated September 23, 2008; ASB No. ASB BO105–30–116, dated September 23, 2008; or ASB No. ASB BO 105 LS 30–12, dated December 12, 2008; as applicable to your model helicopter. Ensure during installation of the weights that the weights are correctly assigned and installed to the control lever in accordance with the applied marks.

(6) Alternative Methods of Compliance

(a) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Sharon Miles, Aviation Safety Engineer, Regulations and Policy Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, TX 76137; telephone (817) 222–5110; email sharon.y.miles@faa.gov.

(b) For operations conducted under a 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.

(7) Additional Information


(h) Subject

Joint Aircraft Service Component (JASC) Code: 6420, Tail Rotor Head.

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.


(3) For Eurocopter service information identified in this 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.

(4) You may view this service information at FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, TX 76137. For information on the availability of this material at NARA, call (817) 222–5110.

(5) You may view this service information that is incorporated by reference 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/cfr/ibr-locations.html.

Issued in Fort Worth, Texas, on August 2, 2013.

Lance T. Gant,
Acting Directorate Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 2013–19442 Filed 8–22–13; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives; Eurocopter Deutschland GmbH (ECD) Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for ECD Model MBB–BK 117 C–2 helicopters. This AD requires 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 AD was 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 actions of this AD are intended to prevent incorrect rigging results, which could impair freedom of movement of the upper controls and subsequent reduced control of the helicopter.

DATES: This AD is effective September 27, 2013.

The Director of the Federal Register approved the incorporation by reference of a certain document listed in this AD as of September 27, 2013.

ADDRESSES: For service information identified in this 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.

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 AD, any incorporated-by-reference service information, the foreign authority’s AD, the economic evaluation, any comments received, and other information. The
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 this AD:

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

Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 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), 40133, 44701.

§ 39.13 [Amended]

2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):


(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.

(c) Effective Date

This AD becomes effective September 27, 2013.
This AD requires an inspection to the tee. This AD requires an inspection for the specified products. The MCAI states:

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.

(e) 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–2–67A–012, Revision 0, dated September 20, 2010 (ASB). Ensure the piston of the fastener 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 of Figure 1 of the ASB) and 19.5 degree (item 7 of Figure 1 of the ASB) markings in the “A” side of the guide grooves of the rigging device (item 3 of Figure 1 of the ASB).

(3) If the gap between the rigging wedges (items 7 and 8 of Figure 1 of the ASB) and the inner sleeves (item 9 of Figure 1 of the ASB) is closed, the rigging is correct.

(4) If there is a nonparallel gap between the rigging wedges (items 7 and 8 of Figure 1 of the ASB) and the inner sleeves (item 9 of Figure 1 of the ASB), the rigging is not correct. Perform a rigging procedure.

(f) Alternative Methods of Compliance (AMOCs)

(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, you may 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.

(g) Additional Information

(1) For service information identified in this 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.

(2) For operations conducted under 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, you may 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.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 6710 Main Rotor Control.