Aircraft Certification Service.

Acting Manager, Small Airplane Directorate, Pat Mullen,

information on the availability of this Locust, Kansas City, Missouri 64106. For at the FAA, Small Airplane Directorate, 901 copies of the referenced service information.

SUMMARY:

AGENCY: Helicopter Corporation

Airworthiness Directives; The Enstrom RIN 2120–AA64

Identifier 2016–SW–067–AD]

[Docket No. FAA–2017–0141; Directorate

Federal Aviation Administration

DEPARTMENT OF TRANSPORTATION

14 CFR Part 39

[Docto...
proposed AD would require an MPI of the spindle every 500 hours TIS until the spindle reaches its new life limit of 1,500 hours TIS. These proposed actions are intended to detect a crack in a spindle and prevent loss of a main rotor blade and subsequent loss of control of the helicopter.

FAA’s Determination
We are proposing this AD because we evaluated all the relevant information and determined the unsafe condition described previously is likely to exist or develop in other products of these same type designs.

Related Service Information
We reviewed Enstrom Service Directive Bulletin No. 0119, Revision 3, dated June 24, 2016, for Model F–28A, F–28C, F–28F, 280, 280C, 280F, and 280FX helicopters with a spindle P/N 28–14282–11 or 28–14282–13. We also reviewed Enstrom Service Directive Bulletin No. T–050, Revision 3, dated June 24, 2016, for Model 480 helicopters, serial numbers 5001 through 5004 and 5006, and with a spindle P/N 28–14282–13, except those aircraft modified with tension-torsion straps. Both service directive bulletins specify sending the spindle to Enstrom for an MPI before the spindle reaches 1,500 hours time-in-service (TIS), or within 5 hours TIS for those spindles with 1,500 or more hours TIS.
Thereafter, the service directive bulletins specify returning the spindle to Enstrom for an MPI every 500 hours TIS.

Proposed AD Requirements
This proposed AD would require establishing a life limit of 1,500 hours TIS for spindle P/Ns 28–14282–11 and 28–14282–13. This proposed AD would also require an initial and recurring MPI of the spindles.

Differences Between This Proposed AD and the Service Information
This proposed AD would require establishing a spindle life limit of 1,500 hours TIS. The service information does not specify a life limit. This proposed AD would require that the MPI be conducted by a Level II or Level III inspector or equivalent. The service information specifies sending the spindle to Enstrom for an MPI. This proposed AD would require an initial MPI before further flight for a spindle with 500 or more hours TIS, unless an MPI has been done within the last 500 hours TIS. The service information specifies an initial MPI compliance time of within 5 hours TIS for a spindle with 1,500 or more hours TIS.

Costs of Compliance
We estimate that this proposed AD would affect 323 helicopters of U.S. Registry. We estimate that operators may incur the following costs in order to comply with this AD. Labor costs are estimated at $85 per work-hour. Inspecting the spindles would take about 15 work-hours for an estimated cost of $1,275 per helicopter and $411,825 for the U.S. fleet per inspection cycle. Replacing a cracked spindle would cost $8,164 for parts and no additional work-hours. Replacing a set of three spindles that have reached their life limit would take about 14 work-hours and parts would cost $17,500 for a total cost of $18,690 per helicopter.

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
§ 39.13 [Amended]
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 removing Airworthiness Directive (AD) 2015–08–51, Amendment 39–18160 (80 FR 28172, May 18, 2015), and adding the following new AD:

The Enstrom Helicopter Corporation

(a) Applicability

(b) Unsafe Condition
This AD defines the unsafe condition as a crack in a spindle, which, if not detected, could result in loss of a main rotor blade and subsequent loss of control of the helicopter.

(c) Affected ADs

(d) Comments Due Date
We must receive comments by May 1, 2017.

(e) 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.

(f) Required Actions
(1) Before further flight, remove from service any spindle P/N 28–14282–11 or 28–14282–13 that has 1,500 or more hours time-in-service (TIS). If the hours TIS of a spindle is unknown, use the TIS of the helicopter.
Thereafter, remove from service any spindle P/N 28–14282–11 or 28–14282–13 before accumulating 1,500 hours TIS.

(2) For each spindle with 500 or more hours TIS, using the hours TIS of the helicopter if the hours TIS of the spindle is unknown:

(i) Before further flight, unless already done within the last 500 hours TIS, conduct a magnetic particle inspection (MPI) of the spindle for a crack, paying particular attention to the threaded portion of the spindle. The MPI of the spindle must be conducted by a Level II or Level III inspector qualified in the MPI in the Aeronautics Sector according to the EN4179 or NAS410 standard or equivalent. If there is a crack in the spindle, replace it with an airworthy spindle before further flight.

(ii) Thereafter at intervals not to exceed 500 hours TIS, repeat the MPI specified in paragraph (f)(2)(i) of this AD.

(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Chicago Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Monica Nemeczek, Continued Operational Safety Program Manager, Chicago Aircraft Certification Office, Small Airplane Directorate, FAA, 2300 East Devon Ave., Des Plaines, IL 60018; (847) 294–7618; email 9-AO-CHI-AC-635@faa.gov.

(2) 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.

(3) AMOCs approved previously in accordance with AD 2015–08–51, Amendment 39–19160 (80 FR 28172, May 18, 2015), are approved as AMOCs for the corresponding requirements in paragraph (f) of this AD.

(h) Additional Information

Enstrom Service Directive Bulletin Nos. 0119 and T–050, both Revision 3 and both dated June 24, 2016, which are not incorporated by reference, contain additional information about the subject of this AD. For service information identified in this AD, contact Enstrom Helicopter Corporation, 2209 22nd Street, Menominee, MI; telephone (906) 863–1200; fax (906) 863–6821; or at www.enstromhelicopter.com. You may review the service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy., Room 6N–321, Fort Worth, TX 76177.

(i) Subject

Joint Aircraft Service Component (JASC) Code: 6220, Main Rotor Head.