2019–09–03  Airbus Helicopters:
Amendment 39–19637; Docket No.
FAA–2017–1124; Product Identifier
2017–SW–073–AD.

(a) Applicability
This AD applies to Airbus Helicopters
Model AS332C, AS332C1, AS332L, and
AS332L1 helicopters, certificated in any
category, with a cabin sliding plug door
installed in accordance with Airbus
Helicopters modification (MOD) 0722338,
except helicopters with a plug door jettison
system installed in accordance with MOD
0725366.

(b) Unsafe Condition
This AD defines the unsafe condition as
failure of a cabin sliding door to jettison,
which could prevent helicopter occupants
from evacuating the helicopter during an
emergency.

(c) Effective Date
This AD becomes effective June 24, 2019.

(d) 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.

(e) Required Actions
Within 110 hours time-in-service (TIS) or
before the next operation over water,
whichever occurs first, inspect the jettisoning
mechanism of the left-hand and right-hand
cabin doors for correct operation:
(1) Pull the jettisoning handle and
determine whether the cable clamp contacts
the top or bottom horizontal cables, using as
a reference the photographs under paragraph 3.B.2 of Airbus Helicopters Alert Service
Bulletin ASB No. AS332–52.00.56, Revision
0, dated January 30, 2017 (ASB).
(2) If there is contact between a cable
clamp and a horizontal cable, before further
flight, install both cable clamps as depicted
in the bottom photograph under paragraph 3.B.2 of the ASB.

(f) Alternative Methods of Compliance
(AMOCs)
(1) The Manager, Safety Management
Section, Rotorcraft Standards Branch, FAA,
may approve AMOCs for this AD. Send your
proposal to: Matt Fuller, Senior Aviation
Safety Engineer, Safety Management
Section, Rotorcraft Standards Branch, FAA,
10101 Hillwood Pkwy., Fort Worth, TX 76177;
telephone (817) 222–5110; email 9-ASW-
FTW-AMOC-Requests@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.

(g) Additional Information
(1) Eurocopter Service Bulletin No. 332–
52.00.28, Revision 1, dated April 29, 1998,
which is not incorporated by reference,
contains additional information about the
subject of this AD. For service information
identified in this AD, contact Airbus
Helicopters, 2701 N Forum Drive, Grand
Prairie, TX 75052; telephone (972) 641–0000
or (800) 232–0323; fax (972) 641–3775; or at
http://www.helicopters.airbus.com/website/
en/ref/Technical-Support_73.html. You may
review the referenced service information at
the FAA, Office of the Regional Counsel,
Southwest Region, 10101 Hillwood Pkwy.,
Room 6N–321, Fort Worth, TX 76177.
(2) The subject of this AD is addressed in
European Aviation Safety Agency (EASA) AD
No. 2017–0022, dated February 8, 2017. You
may view the EASA AD on the internet at

(h) Subject
Joint Aircraft Service Component (JASC)
Code: 5200, Doors.

(i) Material Incorporated by Reference
(1) The Director of the Federal Register
approved the incorporation by reference 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.
(i) Airbus Helicopters Alert Service
Bulletin ASB No. AS332–52.00.56, Revision
0, dated January 30, 2017.
(ii) [Reserved]
(3) For Airbus Helicopters service
information identified in this AD, contact
Airbus Helicopters, 2701 N Forum Drive,
Grand Prairie, TX 75052; telephone (972)
641–0000 or (800) 232–0323; fax (972) 641–
3775; or at http://www.helicopters.airbus.com/website/en/ref/
Technical-Support_73.html.
(4) You may view this service information at
FAA, Office of the Regional Counsel,
Southwest Region, 10101 Hillwood Pkwy.,
Room 6N–321, Fort Worth, TX 76177.
For information on the availability of this
material at the FAA, 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) 741–6930, or go to http://
www.archives.gov/federal-register/cfr/ibr
-locations.html.
Issued in Fort Worth, Texas, on May 1,
2019.
Lance T. Gant,
Director, Compliance & Airworthiness
Division, Aircraft Certification Service.
[FR Doc. 2019–10307 Filed 5–17–19; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 39
[Docket No. FAA–2018–0953; Product
Identifier 2018–SW–079–AD; Amendment
39–19636; AD 2019–09–02]

RIN 2120–AA64

Airworthiness Directives; Bell
Helicopter Textron, Inc. (Bell)

Helicopters

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: We are superseding
Airworthiness Directive (AD) 2018–17–
01 for Bell Model 212, 412, 412CF, and
412EP helicopters. AD 2018–17–01
required replacing certain oil and fuel
check valves and prohibited installing
these valves on any helicopter. This AD
retains the requirements of AD 2018–
17–01 but expands those requirements
for all model helicopters. This AD was
prompted by the discovery that we
omitted a helicopter model from one of the
required actions. We are issuing this AD to
address the unsafe condition on these
products.

DATES: This AD is effective June 4, 2019.

We must receive any comments on
this AD by July 5, 2019.

ADDRESSES: You may send comments,
using the procedures found in 14 CFR
11.43 and 11.45, by any of the following
methods:
• 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.

Examining the AD Docket
You may examine the AD docket on
the internet at http://
www.regulations.gov by searching for
and locating Docket No. FAA–2018–
0953; or in person at Docket Operations
between 9 a.m. and 5 p.m., Monday
through Friday, except Federal holidays.
The AD docket contains this final rule,
the regulatory evaluation, any
We issued AD 2018–17–01 (83 FR 42205, August 21, 2018) ("AD 2018–17–01"), for Bell Model 212, 412, 412CF, and 412EP helicopters with an engine oil check valve part number (P/N) 209–062–001 or fuel check valve P/N 209–062–001 manufactured by Circor Aerospace, marked “Circle Seal” and with a manufacturing date code of “10/11” (October 2011) through “03/15” (March 2015), except a check valve marked “TQL” next to the manufacturing date code, installed. AD 2018–17–01 resulted from a report that check valves identified with “TQL” next to the manufacturing date code, may be installed as fuel check valve P/N 209–062–520–001 or fuel check valve P/N 209–062–607–001 manufactured by Circor Aerospace, marked “Circle Seal” and with a manufacturing date code of “TQL” (March 2015), except for a check valve marked “TQL” next to the manufacturing date code.

We gave the public the opportunity to comment on AD 2018–17–01 after it became effective. We received comments from one commenter.

The JACB requested that we clarify why the requirement in AD 2018–17–01 to replace the engine oil check valves does not apply to Model 412 helicopters, when the Bell service information requires replacing the engine oil check valve in that model. The omission of Model 412 helicopters from the requirement to replace the engine oil check valve was an error. We are issuing this AD to correct that error and to require replacing the engine oil check valve in all applicable model helicopters.

Related Service Information

We are issuing 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.

AD Requirements
This AD requires within 25 hours time-in-service (TIS), replacing each fuel check valve and each engine oil check valve. This AD also prohibits installing on any helicopter a check valve P/N 209–062–520–001 or P/N 209–062–607–001 manufactured by Circor Aerospace, marked “Circle Seal” and with a manufacturing date code of “10/11” (October 2011) through “03/15” (March 2015), except for a check valve marked “TQL” next to the manufacturing date code.

FAA’s Justification and Determination of the Effective Date
An unsafe condition exists that requires the immediate adoption of this AD without providing an opportunity for public comments prior to adoption. The FAA has found that the risk to the flying public justifies waiving notice and comment prior to adoption of this rule because we believe action is needed within 25 hours TIS, a short interval for helicopters used in firefighting and logging operations. Therefore, we find good cause that notice and opportunity for prior public comment are impracticable. In addition, for the reasons stated above, we find that good cause exists for making this amendment effective in less than 30 days.

Comments Invited
This AD is a final rule that involves requirements affecting flight safety, and we did not provide you with notice and an opportunity to provide your comments before it becomes effective. However, we invite you to send any written data, views, or arguments about this final rule. Send your comments to an address listed under the ADDRESSES section. Include the docket number FAA–2018–079–AD at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this final rule. We will consider all comments received by the closing date and may amend this final rule because 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 we receive about this final rule.

Costs of Compliance
We estimate that this AD affects 186 (93 Model 212 and 93 Model 412) helicopters of U.S. Registry. We estimate that operators will incur the following costs to comply with this AD:

At an average labor rate of $85 per work-hour, replacing one check valve (engine oil or fuel) will require about 1 hour. Replacing four valves (two engine oil valves and two fuel valves), we estimate

Discussions is addressed below. A copy of each email contact can be found in the rulemaking docket for AD 2018–17–01 at http://www.regulations.gov in Docket No. FAA–2018–0738.
a total cost of $680 per helicopter and $126,480 for the U.S. fleet.

According to Bell’s service information some of the costs of this AD may be covered under warranty, thereby reducing the cost impact on affected individuals. We do not control warranty coverage by Bell. Accordingly, we have included all costs in our cost estimate.

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

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 this AD:

(1) Is not a “significant regulatory action” under Executive Order 12866,
(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, 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.

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 part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

§ 39.13 [Amended]

(a) Effective Date

This AD is effective June 4, 2019.

(b) Affected ADs

This AD replaces AD 2018–17–01, Amendment 39–19355 (83 FR 42205, August 21, 2018).

(c) Applicability

This AD applies to Bell Model 212, 412, 412CF, and 412EP helicopters, certificated in any category, with an engine oil check valve part number (P/N) 209–062–520–001 or fuel check valve P/N 209–062–607–001 manufactured by Circor Aerospace, marked “Circle Seal” and with a manufacturing date code of “10/11” (October 2011) through “03/15” (March 2015), except a check valve marked “TQL” next to the manufacturing date code, installed.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Codes: 7900 Engine Oil System and 2800 Aircraft Fuel System.

(e) Unsafe Condition

This AD defines the unsafe condition as a cracked or leaking check valve, which could result in loss of lubrication or fuel to the engine, failure of the engine or a fire, and subsequent loss of control of the helicopter.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Required Actions

(1) Within 25 hours time-in-service, replace each fuel check valve and each engine oil check valve.

(2) After the effective date of this AD, do not install on any helicopter a check valve P/N 209–062–520–001 or P/N 209–062–607–001 manufactured by Circor Aerospace, marked “Circle Seal” and with a manufacturing date code of “10/11” (October 2011) through “03/15” (March 2015), except for a check valve marked “TQL” next to the manufacturing date code.

(b) Alternative Methods of Compliance (AMOCs)

(1) The Manager, DSCO Branch, 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 certification office, send it to the attention of the person identified in paragraph (i) of this AD.

(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.

(i) Related Information

For more information about this AD, contact Jurgen E. Priester, Aviation Safety Engineer, DSCO Branch, Compliance & Airworthiness Division, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222–5159; email jurgen.e.priester@faa.gov.

Issued in Fort Worth, Texas, on May 1, 2019.

Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.
[FR Doc. 2019–10310 Filed 5–17–19; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2018–0740; Product Identifier (Bell): Amendment 39–19631; AD 2019–08–10]

RIN 2120–AA64

Airworthiness Directives; Bell Helicopter Textron Canada Limited Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: We are adopting a new airworthiness directive (AD) for Bell Helicopter Textron Canada Limited (Bell) Model 206A, 206B, 206L, 206L–1, 206L–3, 206L–4, and 407 helicopters. This AD requires inspecting and cleaning the oil supply restrictor (restricter) to the freewheel assembly. This AD was prompted by reports of a blocked oil line restrictor in the freewheel lubrication system. The actions of this AD are intended to address an unsafe condition on these products.

DATES: This AD is effective June 24, 2019.