

proposal, and should address the following concerns: (1) The interaction between SBA programs and the procurement process, including the various statutory authorities impacting this process; (2) the effect on small business participation; and (3) the prospects for significant new entrants into the Federal procurement market.

Compliance With Executive Orders 12866, 12778 and 12612, the Regulatory Flexibility Act (5 U.S.C. 601, et seq.), and the Paperwork Reduction Act (44 U.S.C. Chap. 35)

The SBA believes that this proposed rule, if finalized, would have a significant impact on a substantial number of small entities within the meaning of the Regulatory Flexibility Act, 5 U.S.C. 601, et seq. In addition, this rule constitutes a significant rule for the purpose of Executive Order 12866. A regulatory flexibility analysis follows:

(1) Description of Entities to Which This Rule Applies

With eleven million small purchase contract actions during FY 1993, the SBA estimates that tens of thousands of small manufacturers active in Federal contracting potentially could be impacted by this rule. In addition, thousands of non-manufacturers or dealers providing manufactured products under small purchase procedures could be impacted by this rule since their product mix and small business status could be affected.

(2) Description of Potential Benefits of This Rule

A decision to apply the non-manufacturer rule to supply contracts in the \$2,500 to \$25,000 range of contract size would have an estimated impact on small business participation in excess of \$100 million. During FY 1993, \$7.9 billion was awarded to small business concerns under small purchase procedures. Although available data would not permit the SBA to determine the extent to which Federal agencies utilize small business non-manufacturers to satisfy contracts awarded as small purchases, or to identify which contracts are in the \$2,500 to \$25,000 range affected by this rule, the magnitude of the \$7.9 billion figure suggests that a decision to apply the non-manufacturer rule waiver to small business procurements in this dollar range would likely have an annual small business impact exceeding \$100 million.

(3) Description of the Potential Costs of This Rule

The SBA believes the procurement costs to the Federal government would be minimal. All set-aside and 8(a) contracts are expected to be awarded at no more than fair-market value. If reasonable pricing does not exist, the procuring agency should issue an unrestricted solicitation. There should be no significant increased costs to the government.

(4) Description of the Potential Net Benefits of the Rule

If the proposed rule is adopted, the SBA estimates that tens of thousands of small manufacturers would provide the products that formerly have been provided by large manufacturers. At a minimal cost to the government, small business participation in the Federal market would likely be increased. The direct impact would be entirely concentrated in the area of Federal procurement.

(5) Legal Basis for This Rule

The legal basis for this rule is sections 3(a), 5(a), 8(a), and 15(a) of the Small Business Act, 15 U.S.C. 632(a), 634(b)(6), 637(a) and 644(a).

(6) Federal Rules

There are no Federal rules which duplicate, overlap or conflict with this proposed rule. The SBA has been given exclusive statutory jurisdiction in establishing size standards.

(7) Significant Alternatives to This Rule

In compliance with the Regulatory Flexibility Act, the SBA has examined alternatives to the proposed application of the non-manufacturer rule. These are discussed in the supplementary information. The public is invited to comment on the proposed rule and alternative approaches to assist the SBA in developing a final rule.

For purpose of the Paperwork Reduction Act, 44 U.S.C. Ch. 35, SBA certifies that this rule contains no new reporting or recordkeeping requirements.

For purposes of Executive Order 12612, SBA certifies that this rule does not have any federalism implications warranting the preparation of a Federalism Assessment.

For the reasons set forth above, Title 13, Code of Federal Regulations (CFR), is amended as set forth below.

PART 121—[AMENDED]

1. The authority citation for 13 CFR Part 121 continues to read as follows:

Authority: 15 U.S.C. 632(a), 634(b)(6), 637(a), 644(c); and Pub. L. 102-486, 106 Stat. 2776, 3133.

§ 121.906 [Amended]

2. Section 121.906(d) is removed.

Dated: April 19, 1995.

Philip Lader,

Administrator.

[FR Doc. 95-12646 Filed 5-25-95; 8:45 am]

BILLING CODE 8025-01-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 95-SW-06-AD]

Airworthiness Directives; Robinson Helicopter Company Model R22 Series Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the superseding of an existing airworthiness directive (AD), applicable to Robinson Helicopter Company Model R22 series helicopters, that currently requires an inspection and repetitive visual checks for slippage of the tail rotor (T/R) drive and replacement of the T/R gearbox, if necessary. This action would require disassembly of the T/R gearbox to verify the installation of the input and output shaft keys (keys) between the input and output pinions and their respective shafts. This proposal is prompted by two incidents in which the key was not installed between the output shaft and the output pinion during assembly of the T/R gearbox at Robinson Helicopter Company. The actions specified by the proposed AD are intended to prevent slippage of the T/R drive, loss of directional control, and subsequent loss of control of the helicopter.

DATES: Comments must be received by July 25, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-SW-06-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Ms. Elizabeth Bumann, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd.,

Lakewood, California 90712, telephone (310) 627-5265, fax (310) 627-5210.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 95-SW-06-AD." The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-SW-06-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

Discussion

On August 25, 1994, the FAA issued priority letter AD 94-17-07, applicable to Robinson Helicopter Company Model R22 series helicopters, to require an inspection and repetitive visual checks for slippage of the T/R drive and replacement of the T/R gearbox, if necessary. On October 24, 1994, the FAA issued the final rule of the priority letter, AD 94-17-07, Amendment 39-9059 (59 FR 55203, November 4, 1994). Those actions were prompted by two incidents in which the key was not installed between the output shaft and the output pinion during assembly of the T/R gearbox. The key is required to prevent the output gear from rotating on the output shaft. Both incidents resulted

in slippage of the T/R drive. The requirements of that AD are intended to prevent slippage of the T/R drive, loss of directional control, and subsequent loss of control of the helicopter. Owner/operator daily preflight checks for misalignment of the alignment dots that are installed on the tail cone skin and the drive shaft flange are allowed. These owner/operator checks do not require the use of tools, precision measuring equipment, training, pilot logbook endorsements, or the use of technical data not contained in the AD.

Additionally, these owner/operator checks are considered part of the normal pilot "Before Takeoff" and "After Landing" checks. These owner/operator checks are additional measures to prevent slippage of the T/R drive until the installation of the keys is verified. These checks may be performed by an owner/operator holding at least a private pilot certificate, but must be entered into the aircraft records showing compliance with this AD in accordance with sections 43.11 and 91.417 (a)(2)(v) of the Federal Aviation Regulations.

Since the issuance of that AD, the FAA has determined that the required terminating action to AD 94-17-07 is verification of the presence of both keys through disassembly and reassembly of the T/R gearbox in accordance with the procedures contained in this notice, or other FAA-approved procedures.

Since an unsafe condition has been identified that is likely to exist or develop on other Robinson Helicopter Company Model R22 series helicopters of the same type design, the proposed AD would supersede AD 94-17-07 to require disassembly of the T/R gearbox to verify the installation of the key between the input and output pinions and their respective shafts.

The FAA estimates that 500 helicopters of U.S. registry would be affected by this proposed AD, that it would take approximately 5 work hours per helicopter to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$150,000.

The regulations proposed herein would not have substantial direct effects 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. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that 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); and (3) if promulgated, 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. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing Amendment 39-9059 (59 FR 55203, November 4, 1994), and by adding a new airworthiness directive (AD), to read as follows:

Robinson Helicopter Company: Docket No. 95-SW-06-AD. Supersedes AD 94-17-07, Amendment 39-9059.

Applicability: Model R22 series helicopters, certificated in any category with tail rotor (T/R) gearboxes that were manufactured or overhauled by Robinson Helicopter Company prior to June 8, 1992. The following gearbox serial numbers have been determined to have the T/R input and output shaft keys installed and are therefore exempt from this AD: 0012, 0013, 0014, 0020, 0021, 0040, 0054, 0062, 0091, 0095, 0098, 0108, 0121, 0134, 0137, 0153, 0169, 0179, 0185, 0191, 0201, 0205, 0227, 0228, 0235, 0248, 0258, 0262, 0272, 0277, 0280, 0321, 0333, 0342, 0365, 0432, 0439, 0444, 0503, 0504, 0525, 0548, 0558, 0559, 0565, 0574, 0576, 0592, 0594, 0597, 0603, 0604, 0605, 0615, 0632, 0641, 0644, 0650, 0656, 0662, 0663, 0674, 0686, 0689, 0696, 0697, 0700, 0702, 0707, 0722, 0734, 0735, 0736, 0742, 0759, 0767, 0777, 0778, 0805, 0832, 0836, 0839, 0842, 0850, 0862, 0866, 0868, 0887, 0892, 0937, 0939, 0983, 0986, 0996, 0998,

1018, 1021, 1029, 1030, 1035, 1072, 1081, 1087, 1104, 1116, 1121, 1126, 1129, 1132, 1141, 1151, 1176, 1186, 1187, 1199, 1205, 1208, 1217, 1222, 1228, 1233, 1245, 1249, 1269, 1274, 1290, 1293, 1299, 1301, 1307, 1311, 1323, 1330, 1333, 1339, 1341, 1350, 1361, 1379, 1385, 1388, 1392, 1404, 1412, 1428, 1438, 1442, 1450, 1460, 1468, 1494, 1499, 1505, 1509, 1512, 1514, 1526, 1541, 1544, 1578, 1586, 1593, 1595, 1597, 1605, 1610, 1627, 1628, 1636, 1643, 1647, 1648, 1652, 1654, 1686, 1687, 1698, 1701, 1702, 1706, 1710, 1724, 1731, 1732, 1738, 1741, 1750, 1752, 1757, 1759, 1769, 1783, 1800, 1803, 1808, 1814, 1816, 1830, 1844, 1846, 1851, 1852, 1861, 1868, 1871, 1886, 1889, 1901, 1911, 1912, 1927, 1928, 1948, 1959, 1961, 1963, 1965, 1992, 2025, 2034, 2037, 2051, 2071, 2100, 2101, 2103, 2126, 2129, 2136, 2160, 2166, 2170, 2180, 2193, 2203, 2242, 2254, 2265, 2269, 2272, 2279, 2280, 2283, 2294, 2298, 2299, 2304, 2314, 2357, 2377, 2380, 2381, 2395, 2406, 2420, 2421, 2422, 2423, 2425, 2431, 2435, 2436, 2459, 2479, 2492, 2498, 2531, 2539, 2574, 2579, 2582, 2587, 2627, 2634, 2672, 2683, 2697, 2716, 2719, 2721, 2731, 2797, 2863, 2937, 2945.

Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (d) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent slippage of the T/R drive, loss of directional control, and subsequent loss of control of the helicopter, accomplish the following:

(a) Before further flight, install alignment dots as follows:

(1) Remove the transparent inspection cover on the tail cone and rotate the T/R blades so that one blade leading edge is aligned with the tail cone centerline. Mark a dot on the tail cone skin aligned with the tip of the blade leading edge. With the same alignment, mark a dot on the centerline of the tail cone skin at the edge of the inspection hole, and mark a corresponding dot on the drive shaft flange.

(2) Position the aft T/R blade with leading edge approximately 45-degrees above horizontal. Engage the clutch and rotor brake if the helicopter is so equipped. Use the engine ring gear holding tool, part number (P/N) MT091-1, or an FAA-approved equivalent, to keep the engine from rotating.

(b) Conduct the following daily preflight checks for misalignment of the alignment

dots until compliance with paragraph (c) of this AD has been accomplished: Check for misalignment of the alignment dots installed on the tail cone skin and the drive shaft flange by rotating the T/R blade so that the alignment dot is visible in the inspection window and the tip of the T/R blade leading edge aligns with the dot on the tail cone skin. Ensure that the drive shaft flange dot is aligned with the dot on the centerline of the tail cone skin at the edge of the inspection window. If any misalignment is detected, before further flight, replace the T/R gearbox with an airworthy one that has been determined to have both the input and output keys installed in accordance with paragraph (c) of this AD or other FAA-approved procedures, or is exempt from the requirements of this AD as listed in the applicability section of this AD. The checks required by this AD may be performed by an owner/operator holding at least a private pilot certificate and must be entered into the aircraft records showing compliance with this AD, in accordance with sections 43.11 and 91.417(a)(2)(v) of the Federal Aviation Regulations.

(c) Within the next 100 hours time-in-service (TIS) after the effective date of this AD, or at the next annual inspection, whichever occurs first, verify installation of both the input and output shaft keys as follows:

(1) Cut and remove the safety wire securing the chip detector to the sight gage on the T/R gearbox. Place a container under the T/R gearbox to catch the drained oil and remove the chip detector. Remove and discard the gasket on the chip detector.

(2) Remove the T/R gearbox from the helicopter in accordance with the applicable maintenance manual.

(3) Cut and remove the safety wire securing the filler vent plug to the sight gage on the T/R gearbox and remove the filler vent plug and sight gage. Remove and discard the gasket on the filler vent plug and sight gage.

(4) Remove and disassemble the output cartridge, P/N A111-1, from the T/R gearbox case, P/N A109-1 (see figure 1) as follows:

(i) Place a mark across the gear case, P/N A109-1, and output cartridge, P/N A111-1, with a felt pen or grease pencil to ensure proper reassembly.

(ii) Cut and remove the safety wire around the four MS20074-04-06 bolts, securing the output cartridge to the gear case. Remove the four bolts and AN960-416L washer(s). Separate the output cartridge from the gear case (see figure 1).

(iii) Remove and discard the safety wire, MS16562-24 or 52-022-094-0437 roll pin, and MS14145L6 or LCN6M-624 retaining nut. Remove the AN960-616L washer(s) and the washer, P/N A141-2, noting the washer(s) location for reassembly. Do not damage the output shaft, P/N A107-1, or the shim(s), P/N A118-1 through -6, located next to the flange of the output cartridge when removing the retaining nut.

(iv) Visually inspect for the presence of the output shaft key, P/N A114-2, between the pinion gear, P/N A545-1, and the output shaft (see figure 2).

(v) If the output shaft key is missing, replace the T/R gearbox with an airworthy

one that has been determined to have the output key installed. Report any T/R gearbox that has a missing key within 10 days after the inspection to the Manager, Los Angeles Manufacturing Inspection Office, FAA, Northwest Mountain Region, 3960 Paramount Blvd., Lakewood, California 90712, telephone (310) 627-5290, fax (310) 627-5293. Reporting requirements have been approved by the Office of Management and Budget and assigned OMB control number 2120-0056.

(vi) If the output key is installed, reinstall the washer, P/N A141-2, and AN960-616L washer(s). Install a MS14145L6 or LCN6M-624 retaining nut, and torque to 200-250 in.-lbs. plus 20-25 in.-lbs. nut drag (maximum 275 in.-lbs.). Install a MS16562-24 or 52-022-094-0437 roll pin, and safety wire using 0.032-inch stainless steel safety wire. The safety wire pigtail must be wrapped tightly around the retaining nut. Vibro-etch the final rule AD number on the output cartridge attachment flange.

(5) Remove and disassemble the input cartridge, P/N A110-1, from the T/R gear case, P/N A109-1, as follows:

(i) Place two marks across the gear case, P/N A109-1, and input cartridge, P/N A110-1, with a felt pen or grease pencil to ensure proper reassembly.

(ii) Cut and remove the safety wire around the four MS20074-04-06 bolts securing the input cartridge to the gear case. Remove the four bolts and AN960-416L washer(s). Separate the input cartridge from the gear case (see figure 1).

(iii) Secure the input cartridge to a block of wood through the two bolt holes in the input shaft assembly, P/N A116-1 (see figure 1). Place the block of wood in a vise. Remove and discard the safety wire, roll pin, and retaining nut. Remove the AN960-616L washer(s), and washer, P/N A141-1, noting the washer(s) location for reassembly. Do not damage the input shaft or shim(s), P/N A118-1 through -6, located next to the flange of the input cartridge.

(iv) Visually inspect for the presence of the input shaft key, P/N A114-1, between the gear, P/N A545-2, and the input shaft (see Note on figure 2).

(v) If the input shaft key is missing, replace the T/R gearbox with an airworthy one that has been determined to have the input key installed. Report any T/R gearbox that has a missing key within 10 days after the inspection to the Manager, Los Angeles Manufacturing Inspection District Office, FAA, Northwest Mountain Region, 3960 Paramount Blvd., Lakewood, California 90712, telephone (310) 627-5290, fax (310) 627-5293. Reporting requirements have been approved by the Office of Management and Budget, and assigned OMB control number 2120-0056.

(vi) If the input key is installed, reinstall the AN960-616L washer(s) and washer, P/N A141-1. Install a MS14145L6 or LCN6M-624 retaining nut, and torque to 200-250 in.-lbs. plus 20-25 in.-lbs. nut drag (maximum 275 in.-lbs.). Install a MS16562-24 or 52-022-094-0437 roll pin and safety wire using 0.032-inch stainless steel safety wire. The safety wire pigtail must be wrapped tightly around the retaining nut. Remove the two

bolts securing the input shaft assembly to the block of wood. Vibro-etch the final rule AD number on the input cartridge attachment flange.

(6) Reassemble the input and output cartridges to the T/R case as follows:

(i) Color the "X" marked on the pinion gear, P/N A545-1, (one tooth only) of the output cartridge and on the gear, P/N A545-2, (located on two consecutive teeth) of the input cartridge with a red marker to make reinstallation easier. Note that these three gear teeth may already be colored (see figure 3).

(ii) Visually inspect the edge of the chamfers in the gear case, making sure they are round and smooth so that the O-ring will not be damaged upon installation.

(iii) Remove and discard the O-ring on both the input cartridge and output cartridge. Replace the O-ring with National P/N AS142 B46-70, or Parker P/N 2-142 N674-70 O-ring. Lubricate the replacement O-ring with oil, P/N A257-2, and install an O-ring on each cartridge.

(iv) Reinstall the output cartridge on the gear case with four MS20074-04-06 bolts and AN960-416L washers. Reinstall the input cartridge on the gear case with four

MS20074-04-06 bolts and AN960-416L washers. Do not torque the bolts.

(v) Look through the sight gage opening while using a flashlight pointed into the filler vent hole to verify the gears are meshed properly. Gears are properly meshed when the "X" marked on the pinion gear of the output cartridge is between the two "X's" marked on the gear of the input cartridge (see figure 3). Do not torque the bolts until both cartridges are installed on the case and the gears are properly meshed. Torque the output cartridge first, then the input cartridge to 60 in.-lbs. Safety wire with 0.032-inch stainless steel safety wire.

(vi) Reinstall sight gage with MS35769-11 or AN900-10 gasket. Oil threads to prevent threads from locking up. Torque to 200 in.-lbs.

(vii) Reinstall the chip detector with a MS35769-8 or AN900-9 gasket after lubricating the threads with oil. Torque the chip detector to 150 in.-lbs. Safety wire the sight gage to the chip detector using 0.032-inch stainless steel safety wire.

(viii) Fill the T/R gearbox with oil to the level indicated on the T/R sight glass decal. Reinstall the filler vent plug, P/N A610-1, with a MS35769-9 or AN900-8 gasket, after lubricating the threads with oil.

(ix) Inspect the T/R gearbox assembly to ensure that the shafts and gears rotate freely.

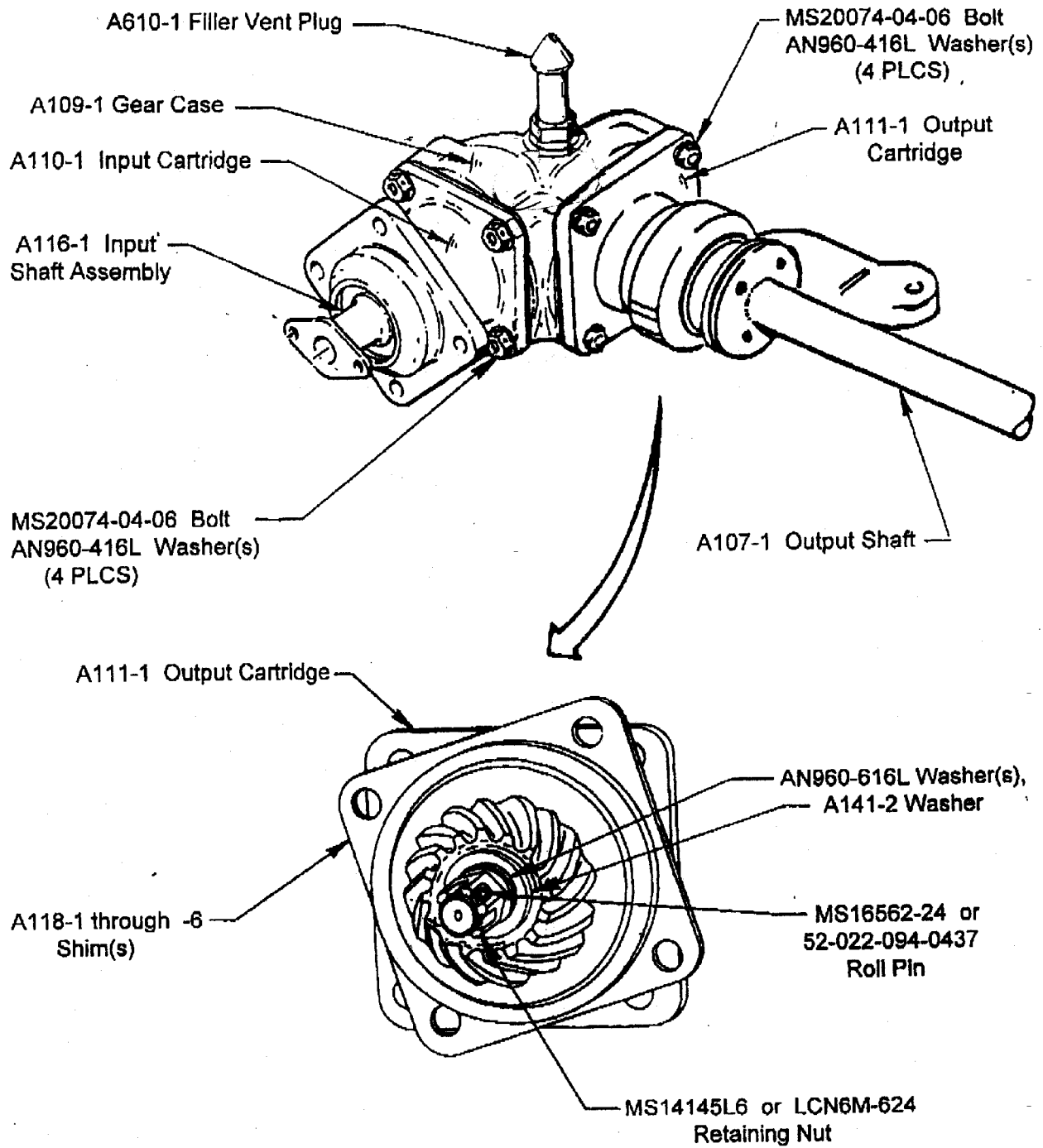
(7) Reinstall the T/R gearbox onto the helicopter in accordance with the applicable maintenance manual. Verify that the oil level of the T/R gearbox is at the recommended mark on the sight glass.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used when approved by the Manager, Los Angeles Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

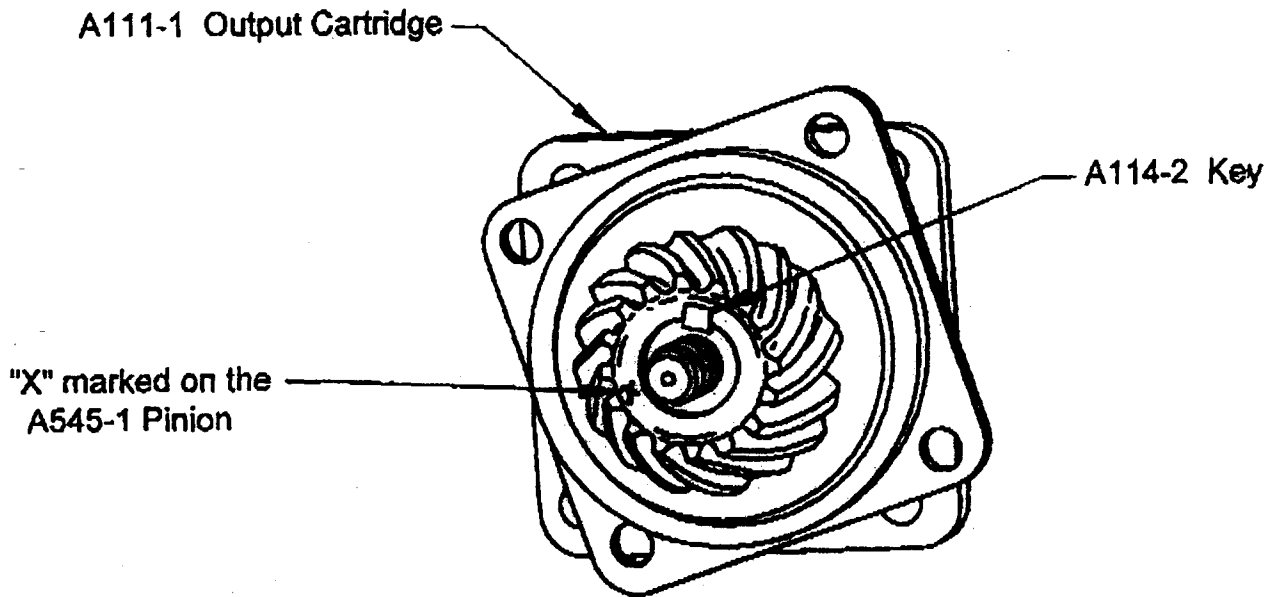
(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the helicopter to a location where the requirements of this AD can be accomplished.

BILLING CODE 4910-13-P



Note: The safety wire has been removed for clarity

Figure 1



Note: The A114-1 Key for the A110-1 Input Cartridge is located similar to the A111-1 Output Cartridge depicted above

Figure 2

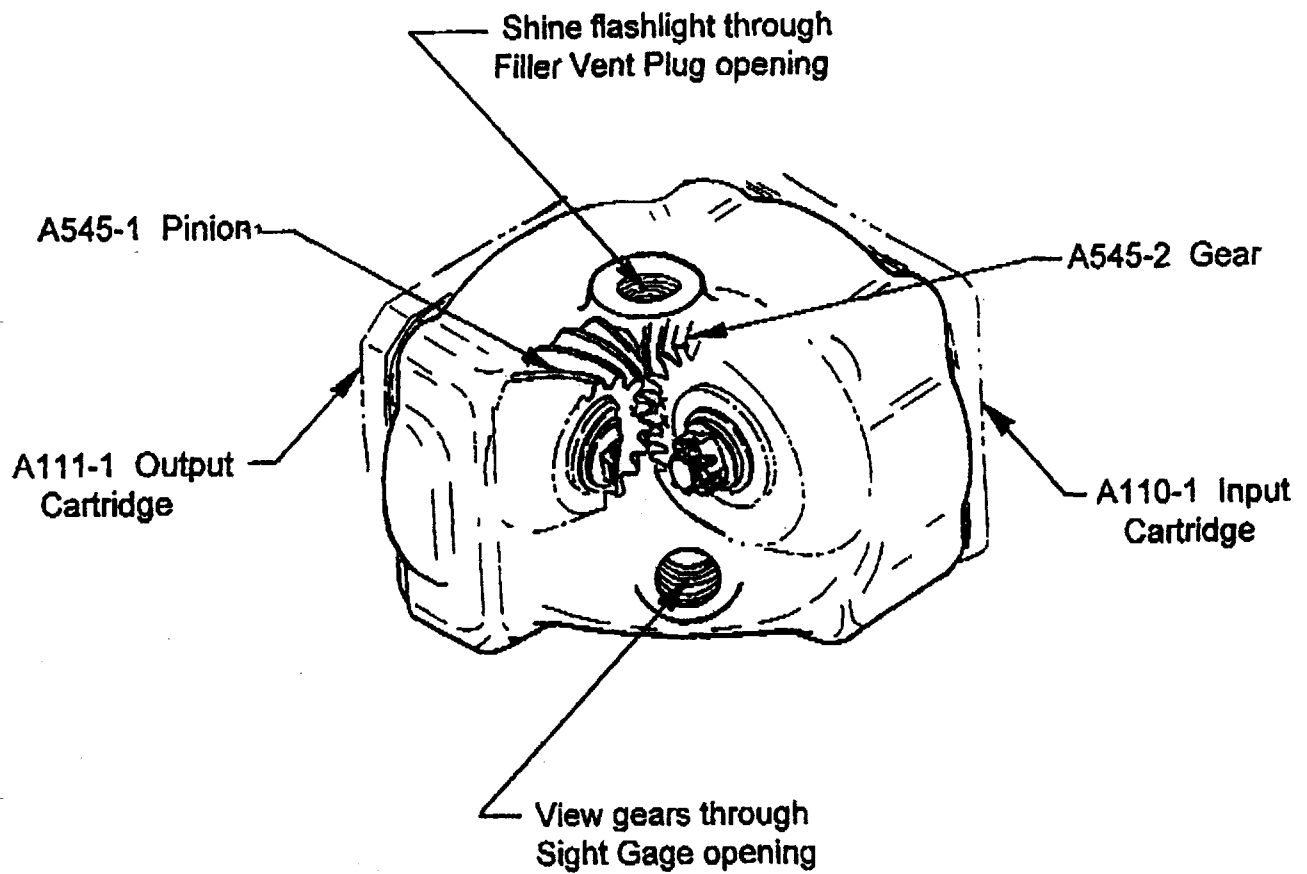


Figure 3

BILLING CODE 4910-13-C

Issued in Fort Worth, Texas, on May 19, 1995.

Eric Bries,

*Acting Manager, Rotorcraft Directorate,
Aircraft Certification Service.*

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