

(2) Remove the rod and replace it with an airworthy rod on which the rod end fittings have been safetied.

(3) Reinstall the forward lower fairing.

(4) Verify proper operation of the cyclic control.

(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, Rotorcraft Standards Staff, FAA, Rotorcraft Directorate. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Standards Staff.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Standards Staff.

(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.

Issued in Fort Worth, Texas, on October 23, 1995.

Eric Bries,

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

[FR Doc. 95-26999 Filed 10-31-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-SW-26-AD]

Airworthiness Directives; Bell Helicopter Textron, Inc. Model 214ST Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to Bell Helicopter Textron, Inc. (BHTI) Model 214ST helicopters with certain tailboom assemblies and a certain emergency float kit installed. This proposal would require initial and repetitive inspections of the tailboom for cracks until modifications of the tailboom are accomplished. This proposal is prompted by several reports of cracks in the lower aft skin of the tailboom assembly. The actions specified by the proposed AD are intended to prevent cracks in the tailboom assembly, which could result in structural failure of the tailboom and subsequent loss of control of the helicopter.

DATES: Comments must be received by January 2, 1996.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the

Assistant Chief Counsel, Attention: Rules Docket No. 95-SW-26-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.

The service information referenced in the proposed rule may be obtained from Bell Helicopter Textron, Inc., Attention: Customer Support, P.O. Box 482, Fort Worth, Texas 76101. This information may be examined at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas.

FOR FURTHER INFORMATION CONTACT: Mr. Tom Henry, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Certification Office, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5158, fax (817) 222-5959.

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-26-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-26-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

Discussion

This document proposes to adopt a new AD that is applicable to BHTI Model 214ST helicopters, serial number (S/N) 28101 through 28132, with a tailboom assembly, part number (P/N) 214-031-003-111 or 214-031-003-277, and with an emergency float kit, P/N 214-706-120, installed. There have been reports of cracks found in five Model 214ST helicopter tailbooms with the emergency float kit installed. The cracks were found in the lower aft skin between boom stations 243.76 and 284.38. This condition, if not corrected, could result in structural failure of the tailboom and subsequent loss of control of the aircraft.

The FAA has reviewed Bell Helicopter Textron, Inc. Alert Service Bulletin 214ST-95-72 (ASB), dated July 24, 1995, which describes procedures for a visual inspection of the affected tailboom area of Model 214ST helicopters with emergency float kits installed. The ASB also describes a modification to the helicopters that adds internal stiffeners and doublers to the tailboom, and replaces the existing access door frame, P/N 214-030-325, with a redesigned frame of increased thickness.

Since an unsafe condition has been identified that is likely to exist or develop on certain other BHTI Model 214ST helicopters of the same type design, the proposed AD would require, for Model 214ST helicopters, S/N 28101 through 28132, with a tailboom assembly, P/N 214-031-003-111 or 214-031-003-277, and with an emergency float kit, P/N 214-706-120, installed, inspections of the tailboom assembly for cracks within 250 hours time-in-service (TIS) or at the next 180-day float inspection, and thereafter, at each 180-day float inspection until certain modifications of the tailboom are accomplished. The modifications, which are to be accomplished if any crack is found in the tailboom or on or before accumulating an additional 500 hours TIS after the effective date of this AD, whichever occurs first, include installing stiffeners and doublers in the tailboom, and replacing the access door frame with a thicker access door frame. The actions would be required to be accomplished in accordance with the procedures contained in BHTI Alert Service Bulletin (ASB) 214ST-95-72, dated July 24, 1995.

The FAA estimates that six helicopters of U.S. registry would be affected by this proposed AD, that it would take approximately 20 work

hours per helicopter to accomplish the modifications, approximately 3 work hours per helicopter to accomplish the 250 hours TIS inspection, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$1,100 per helicopter. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$14,880.

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 USC 106(g), 40101, 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive to read as follows:

Bell Helicopter Textron, Inc. (BHTI): Docket No. 95-SW-26-AD.

Applicability: Model 214ST helicopters, serial number (S/N) 28101 through 28132, with a tailboom assembly, part number (P/N)

214-031-003-111 or 214-031-003-277 and with an emergency float kit, P/N 214-706-120, installed, certificated in any category.

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 cracks in the tailboom assembly, structural failure of the tailboom and subsequent loss of control of the helicopter, accomplish the following:

(a) Within the next 250 hours time-in-service (TIS) or at the next 180-day float inspection, whichever occurs first, and thereafter at intervals not to exceed each 180-day float inspection, visually inspect the tailboom assembly for cracks in accordance with the maintenance procedures contained in Part 1 of the Accomplishment Instructions of BHTI Alert Service Bulletin 214ST-95-72, dated July 24, 1995.

(b) Upon discovery of a crack or on or before accumulating an additional 500 hours TIS after the effective date of this AD, whichever occurs first, modify the tailboom assembly in accordance with Part 2 of the Accomplishment Instructions of BHTI Alert Service Bulletin No. 214ST-95-72, dated July 24, 1995.

(c) Modification of the tailboom assembly in accordance with paragraph (b) constitutes terminating action for the requirements of this AD.

(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, Rotorcraft Certification Office. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft 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.

Issued in Fort Worth, Texas, on October 23, 1995.

Eric Bries,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 95-27000 Filed 10-31-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 95-NM-115-AD]

Airworthiness Directives; McDonnell Douglas Model DC-8 Series Airplanes Equipped With Swivel-Type Bogie Beams on the Main Landing Gears

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to certain McDonnell Douglas Model DC-8 series airplanes. This proposal would require an inspection to detect cracking of the swivel bogie beam lugs, and repair, if necessary. For airplanes on which no cracking is found, this proposal also would require an inspection to detect corrosion of the swivel pin lug surfaces and bores, and modification of the forward bogie beams. This proposal is prompted by reports indicating that swivel pin lugs of the main landing gear (MLG) have failed due to cracks resulting from stress corrosion. The actions specified by the proposed AD are intended to prevent such stress corrosion, which could result in failure of the swivel-type bogie beam of the MLG; this condition could result in a collapse of the MLG during landing.

DATES: Comments must be received by December 28, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 95-NM-115-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from McDonnell Douglas Corporation, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Technical Publications Business Administration, Department C1-L51 (2-60). This information may be examined at the FAA, Transport Airplane Directorate,