

time-in-service, inspect the nut, shaft, and clevis assembly and accomplish the

requirements of paragraphs (a)(1) through (a)(4) of this AD.

TABLE A

Helicopter model	Servo P/N	Servo prefix "HR," S/N
407 .....	41011300-101 (BHT 206-076-062-105) .....	Less than 807.
	41011400-101 (BHT 206-076-062-107) .....	Less than 2248.
427 .....	41011300-101 (BHT 206-076-062-111) .....	Less than 807.
	41011700-101 (BHT 206-076-062-109) .....	Less than 230.

(c) Before installing a servo with a P/N and S/N identified in paragraphs (a) or (b) of this AD, not identified by "67-01" on the modification plate, inspect the servo by following the requirements of this AD.

(d) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Safety Management Group, FAA, ATTN: Matt Wilbanks, Aviation Safety Engineer, 2601 Meacham Blvd, Fort Worth, Texas 76137, telephone (817) 222-5051, fax (817) 222-5961, for information about previously approved alternative methods of compliance.

(e) The Joint Aircraft System/Component (JASC) Code is: 6730: Rotorcraft Servo System.

(f) The affected servo serial numbers are listed in Table 1 of Bell Alert Service Bulletin (ASB) No. 407-11-96, dated June 29, 2011, for the Model 407 helicopters or Table 1 of ASB 427-11-35, dated June 29, 2011, for the Model 427 helicopters. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Bell Helicopter Textron Canada Limited, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4, telephone (450) 437-2862 or (800) 363-8023, fax (450) 433-0272, or at <http://www.bellcustomer.com/files/>. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas or 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/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

(g) This amendment becomes effective on November 14, 2011, to all persons except those persons to whom it was made immediately effective by Emergency AD 2011-15-51, issued July 8, 2011, which contained the requirements of this amendment.

**Note 2:** The subject of this AD is addressed in Transport Canada AD CF-2011-17, dated June 30, 2011.

Issued in Fort Worth, Texas, on September 19, 2011.

**Kim Smith,**

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 2011-27687 Filed 10-26-11; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. FAA-2011-1074; Directorate Identifier 2010-SW-028-AD; Amendment 39-16834; AD 2011-21-11]

RIN 2120-AA64

#### Airworthiness Directives; Eurocopter France (Eurocopter) Model EC225LP Helicopters

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) for the Eurocopter Model EC225LP helicopters. This AD requires inspecting the side mount of the pilot and copilot seats to determine if any floor attachment screw, nut, or washer is missing. If a screw, nut, or washer is missing, this AD also requires installing airworthy parts. This AD is prompted by a report that some of the floor attachment screws and nuts under the pilot and co-pilot seats were missing. Further investigation has shown that some of the cup washers that need to be used in installing countersunk head screws that attach the pilot and co-pilot seat frame to the floor were missing. A missing floor attachment screw, washer, or nut, if not detected, could reduce the strength of the seat attachment. The actions specified in this AD are intended to detect a missing floor attachment screw, washer, or nut and help prevent detachment of the seat from the floor during an emergency landing.

**DATES:** Effective November 14, 2011.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 14, 2011.

Comments for inclusion in the Rules Docket must be received on or before December 27, 2011.

**ADDRESSES:** Use one of the following addresses to submit comments on this AD:

- *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.

You may get the service information identified in this AD from American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, TX 75053-4005, telephone (800) 232-0323, fax (972) 641-3710, or at <http://www.eurocopter.com>.

*Examining the Docket:* You may examine the docket that contains the AD, any comments, and other information 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 Docket Operations office (telephone (800) 647 5527) is located in Room W12-140 on the ground floor of the West Building at the street address stated in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

**FOR FURTHER INFORMATION CONTACT:** Gary Roach, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Regulations and Guidance Group, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5130, fax (817) 222-5961.

#### SUPPLEMENTARY INFORMATION:

#### Discussion

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Union, has issued EASA AD No. 2010-

0030, dated February 26, 2010, to correct an unsafe condition for the Eurocopter Model EC225LP helicopters. EASA reports that on several newly-produced helicopters, some screws and nuts that attach the frames of the pilot's and co-pilot's seats to the floor were missing. Further investigation has shown that some of the cup washers that need to be used in installing the countersunk head screws, which attach the pilot's and co-pilot's seat frames to the floor, were missing. EASA states that this condition, if not corrected, reduces the seat attachments strength, and it could result in no longer retaining the seats in place in the event of an emergency or hard landing.

#### **Differences Between This AD and the EASA AD**

We refer to flight hours as hours time-in-service.

#### **Related Service Information**

Eurocopter has issued Alert Service Bulletin No. 53A020, Revision 0, dated February 17, 2010 (ASB), which specifies checking for the presence of screws and nuts on each side of the pilot's and co-pilot's seat mount. If one screw or one nut is missing, the ASB specifies removing the affected seat, checking for cup washers, and performing the specified corrective action to return the seat to conformity.

#### **FAA's Evaluation and Unsafe Condition Determination**

This helicopter has been approved by the aviation authority of France and is approved for operation in the United States. Pursuant to our bilateral agreement with France, EASA, their technical representative, has notified us of the unsafe condition described in the EASA AD. We are issuing this AD because we evaluated all information provided by EASA and determined the unsafe condition exists and is likely to exist or develop on other helicopters of this same type designs.

There are no helicopters of this type currently registered in the United States. However, this rule is necessary to ensure that the described unsafe condition is addressed if any of these helicopters are placed on the U.S. Registry in the future.

#### **Costs of Compliance**

There are no costs of compliance since there are no helicopters of this type design on the U.S. Registry.

#### **FAA's Determination of the Effective Date**

Since there are currently no affected U.S. registered helicopters, we have

determined that notice and opportunity for prior public comment before issuing this AD are unnecessary and that good cause exists for making this amendment effective in less than 30 days.

#### **Requirements of This AD**

This unsafe condition is likely to exist or develop on other helicopters of the same type design that may become registered in the United States. Therefore, this AD is being issued to require, within 85 hours time-in-service (TIS), unless accomplished previously, inspecting for the presence of 4 screws and 4 nuts on each side of the copilot's seat mount and 1 screw and 1 nut on each side of the pilot's seat mount. If any screw, nut, or cup washer is missing, this AD requires removing the seat and mount and, before further flight, counter sinking the hole and installing airworthy parts and replacing the mount and seat. The actions must be done by following specified portions of the ASB described previously.

#### **Comments Invited**

This AD is a final rule that involves requirements affecting flight safety, and we did not precede it by notice and opportunity for public comment. We invite you to send any written relevant data, views, or arguments about this AD. Send your comments to an address listed under the **ADDRESSES**. Include "Docket No. FAA-2011-1074; Directorate Identifier 2010 SW 028 AD" at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this AD. We will consider all comments received by the closing date and may amend this AD 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 with FAA personnel concerning this AD. Using the search function of the docket web site, you can find and read the comments to any of our dockets, including the name of the individual who sent the comment. You may review the DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477 78).

#### **Regulatory Findings**

We have determined that notice and prior public comment are unnecessary in promulgating this regulation; therefore, it can be issued immediately to correct an unsafe condition in aircraft since none of these model helicopters

are registered in the United States. We have also determined that this regulation is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the AD docket.

#### **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.

#### **List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

#### **Adoption of the Amendment**

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends 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. 106(g), 40113, 44701.

#### **§ 39.13 [Amended]**

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

##### **2011-21-11 Eurocopter France:**

Amendment 39-16834; Docket No. FAA-2011-1074; Directorate Identifier 2010-SW-028-AD.

**Applicability:** Model EC225LP helicopters, with an airworthiness certificate issued before December 15, 2009, with FISHER H140 pilot and co-pilot seats, part number (P/N) 052010032000D61091, Eurocopter P/N 704A41120116, or with Eurocopter co-pilot seat, P/N 332V08-0180-00, installed, certificated in any category.

**Compliance:** Required as indicated, unless accomplished previously.

To detect a missing floor attachment screw, nut, or washer to help prevent detachment of the seat from the floor during an emergency landing, do the following:

(a) Within 85 hours time-in-service (TIS), inspect for the presence of 4 screws and 4 nuts on each side of the copilot's seat mount and 1 screw and 1 nut on each side of the pilot's seat mount by reference to Figures 1 through 4 of Eurocopter Alert Service Bulletin No. 53A020, Revision 0, dated February 17, 2010 (ASB).

(b) If any screw, nut, or cup washer is missing, remove the seat and mount and before further flight, countersink the hole and install airworthy parts and replace the mount and seat by following the Accomplishment Instructions, paragraph 2.b.2.b., of the ASB.

(c) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Safety Management Group, FAA, Attn: Gary Roach, Aviation Safety Engineer, Rotorcraft Directorate, Regulations and Guidance Group, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5130, fax (817) 222-5961, for information about previously approved alternative methods of compliance.

(d) The Joint Aircraft System/Component Code is 2500: Cabin Equipment/Furnishings.

(e) The inspection and repair of the pilot and co-pilot seats shall be done by following the specified portions of Eurocopter Alert Service Bulletin No. 53A020, Revision 0, dated February 17, 2010. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, TX 75053-4005, telephone (800) 232-0323, fax (972) 641-3710, or at <http://www.eurocopter.com>. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas, or 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/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

(f) This amendment becomes effective on November 14, 2011.

**Note:** The subject of this AD is addressed in European Aviation Safety Agency AD No. 2010-0030, dated February 26, 2010.

Issued in Fort Worth, Texas, on September 29, 2011.

**Kim Smith,**

*Manager, Rotorcraft Directorate, Aircraft Certification Service.*

[FR Doc. 2011-27680 Filed 10-26-11; 8:45 am]

**BILLING CODE 4910-13-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

**[Docket No. FAA-2011-0792; Directorate Identifier 2009-SW-19-AD; Amendment 39-16762; AD 2011-16-04]**

**RIN 2120-AA64**

#### **Airworthiness Directives; Sikorsky Aircraft Corporation (Sikorsky) Model S-92A Helicopters**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) for Sikorsky Model S-92A helicopters. This action requires making pen and ink changes, inserting a copy of this AD, or inserting specified temporary revisions into the Limitations section of the Rotorcraft Flight Manual (RFM) limiting the maximum rolling groundspeed for a normal landing or takeoff from 65 knots to 50 knots for helicopters with a certain serial-numbered landing gear retract actuator (actuator). Instead of limiting the groundspeed, replacing the affected actuator with a modified actuator is terminating action for the requirements of this AD. This amendment is prompted by a report of a main landing gear that would not retract. The manufacturer reports that certain actuators were manufactured with down-lock keys that did not meet the specified minimum hardness requirements. This condition, if not corrected, could lead to a landing gear collapse following a roll-on landing that exceeds 50 knots groundspeed. These actions are intended to prevent collapse of a landing gear and subsequent loss of control of the helicopter.

**DATES:** Effective November 14, 2011.

Comments for inclusion in the Rules Docket must be received on or before December 27, 2011.

**ADDRESSES:** Use one of the following addresses to submit comments on this AD:

• **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.

You may get the service information identified in this AD from Sikorsky Aircraft Corporation, Attn: Manager, Commercial Technical Support, mailstop s581a, 6900 Main Street, Stratford, CT, telephone (203) 383-4866, e-mail address [tsslibrary@sikorsky.com](mailto:tsslibrary@sikorsky.com), or at <http://www.sikorsky.com>.

**Examining the Docket:** You may examine the docket that contains the AD, any comments, and other information 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 Docket Operations office (telephone (800) 647-5527) is located in Room W12-140 on the ground floor of the West Building at the street address stated in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

#### **FOR FURTHER INFORMATION CONTACT:**

Michael Schwetz, Aviation Safety Engineer, Boston Aircraft Certification Office, 12 New England Executive Park, Burlington, MA 01803, telephone (781) 238-7761, fax (781) 238-7170.

**SUPPLEMENTARY INFORMATION:** This amendment adopts a new AD for Sikorsky Model S-92A helicopters. This action requires making pen and ink changes, inserting a copy of this AD, or inserting certain temporary revisions into the Limitations section of the RFM limiting the maximum groundspeed for a normal landing or takeoff to 50 knots for helicopters with a certain serial-numbered actuator installed. The temporary revisions to the Limitations section of the RFM also require replacing the actuators if the landing exceeds the 50 knot rolling groundspeed before further flight or before towing the helicopter; rolling ground taxi operations are permitted. Replacing the affected actuator with a modified actuator is terminating action for the requirements of this AD. The manufacturer states that it anticipates retrofitting the fleet with a modified actuator within 3 years. This amendment is prompted by a report that certain actuators were manufactured