(d) Subject
Joint Aircraft System Component (JASC)/
Air Transport Association (ATA) of America
Code 28, Fuel.

(e) Unsafe Condition
This AD was prompted by fuel system
reviews conducted by the manufacturer. We
are issuing this AD to reduce the potential of
ignition sources inside fuel tanks, which, in
combination with flammable fuel vapors,
could result in fuel tank explosions and
consequent loss of the airplane.

(f) Compliance
Comply with this AD within the
compliance times specified, unless already
done.

(g) Retained Inspection and Corrective
Action
This paragraph restates the requirements of
paragraph (g) of AD 2009–26–16. Amendment
39–16155 (74 FR 69249, December 31, 2009),
with revised service information. For airplanes identified in
Boeing Service Bulletin MD11–28–126, Revision 1, dated June 18, 2009: Within 60 months after February 4, 2010 (the effective
date of AD 2009–26–16), do the actions
specified in paragraphs (g)(1) through (g)(5) of this AD, and do all applicable corrective actions, in accordance with the
Accomplishment Instructions of Boeing Service Bulletin MD11–28–126, Revision 1, dated June 18, 2009; or Boeing Service Bulletin
MD11–28–126, Revision 4, dated November 29, 2011, as required by paragraph (f) of this AD. After the effective
date of this AD, only Boeing Service Bulletin
MD11–28–126, Revision 4, dated November 29, 2011, may be used. Do all applicable corrective actions before further flight.

(1) Do a general visual inspection of the wire bundles between Stations 1238.950 and 1361.000 to determine if wires touch the upper surface of the center upper auxiliary fuel tank, and mark the location, as applicable.

(2) Do a detailed inspection for splices and
damages of all wire bundles above the center upper auxiliary fuel tank between Stations 1238.950 and 1361.000.

(3) Do a detailed inspection for damage (burn marks) of the upper surface of the center upper auxiliary fuel tank.

(4) Do a detailed inspection for damage (burn marks) on the fuel vapor barrier seal.

(5) Install a nonmetallic barrier/shield sleeving, new clamps, new attaching hardware, and a new extruded channel.

(h) New Inspections and Corrective Action
for Group 1, Configuration 2; Group 2,
Configuration 2; and Group 5, Configuration
2 Airplanes
For airplanes in Group 1, Configuration 2; Group 2, Configuration 2; and Group 5, Configuration 2 airplanes identified in Boeing Service Bulletin MD11–28–126, Revision 4, dated November 29, 2011: Within 60 months after the effective date of this AD, do a detailed inspection of wire bundles for splices and damage (chafing, arcing, and broken insulation) and damage (burn marks) on the upper surface of the center upper auxiliary fuel tank and fuel vapor barrier seal; install barrier/shield sleeving and clamping; and do all applicable corrective actions at the locations specified in paragraphs (h)(1) through (h)(3) of this AD, in accordance with the Accomplishment Instructions of Boeing Service Bulletin MD11–28–126, Revision 4, dated November 29, 2011, except as required by paragraph (k)(3) of this AD. Do all applicable corrective actions before further flight.

(1) For Group 1, Configuration 2 airplanes: between Stations 1238.950 and 1381.000, and Stations 1238.950 and 1256.800, depending on passenger or freighter configuration.

(2) For Group 2, Configuration 2 airplanes: between Stations 1238.950 and 1275.250, and Stations 1238.950 and 1275.250, passenger configuration only.

(3) For Group 5, Configuration 2 airplanes: between Stations 1381.000 and 1238.950.

(i) Credit for Previous Actions
(1) This paragraph provides credit for actions required by paragraph (g) of this AD, if those actions were performed before the effective date of this AD, using the service bulletins specified in paragraphs (i)(1)(i), (i)(1)(ii), or (i)(1)(iii) of this AD.


(3) Boeing Service Bulletin MD11–28–126, Revision 2, dated November 18, 2010, which is not incorporated by reference in this AD.

(3) Boeing Service Bulletin MD11–28–126, Revision 3, dated June 3, 2011, which is not incorporated by reference in this AD.

(4) This paragraph provides credit for actions required by paragraph (h) of this AD, if those actions were performed before the effective date of this AD, using Boeing Service Bulletin MD11–28–126, Revision 3, dated June 3, 2011.

(j) Repair
Where Boeing Service Bulletin MD11–28–126, Revision 1, dated June 18, 2009; or Boeing Service Bulletin MD11–28–126, Revision 4, dated November 29, 2011, specifies to contact The Boeing Company for repair instructions: Before further flight, repair the auxiliary fuel tank in accordance with a method approved by the Manager, Los Angeles Aircraft Certification Office (ACO), FAA. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(k) Alternative Methods of Compliance
(AMOCs)
(1) The Manager, Los Angeles ACO, 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. If sending information directly to the manager of the Los Angeles ACO, send it to the attention of the person identified in the Related Information section 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.

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD if it is approved by Structures Authorized Representative for the Boeing Commercial Airplanes Delegation Option Authorization Organization who has been authorized by the Manager, Los Angeles ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and 14 CFR 25.571, Amendment 45, and the approval must specifically refer to this AD.

(4) AMOCs approved for AD 2009–26–16. Amendment 39–16155 (74 FR 69249, December 31, 2009), are approved as AMOCs for the corresponding requirements of this AD.

(l) Related Information
(1) For more information about this AD, contact Samuel Lee, Aerospace Engineer, Propulsion Branch, ANM–140L, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, CA 90712–4137; phone: (562) 627–5262; fax: (562) 627–5210; email: samuel.lee@faa.gov.


Issued in Renton, Washington, on March 8, 2013.

Ali Bahrami,
Manager, Transport Airplane Directorate,
Aircraft Certification Service.

[FR Doc. 2013–05864 Filed 3–13–13; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2013–0240; Directorate
Identifier 2011–SW–060–AD]

RIN 2120–AA64

Airworthiness Directives; Eurocopter France Helicopters

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking
(NPRM).

SUMMARY: We propose to adopt a new
airworthiness directive (AD) for certain
Eurocopter France (Eurocopter) Model
AS350 and AS355 helicopters. This proposed
AD would require inspecting

16200 Federal Register / Vol. 78, No. 50 / Thursday, March 14, 2013 / Proposed Rules
Comments Invited
We invite you to participate in this rulemaking by submitting written comments, data, or views. We also invite comments relating to the economic, environmental, energy, or federalism impacts that might result from adopting the proposals in this document. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data. To ensure the docket does not contain duplicate comments, commenters should send only one copy of written comments, or if comments are filed electronically, commenters should submit only one time.

We will file in the docket all comments that we receive, as well as a report summarizing each substantive public contact with FAA personnel concerning this proposed rulemaking. Before acting on this proposal, we will consider all comments we receive on or before the closing date for comments. We will consider comments filed after the comment period has closed if it is possible to do so without incurring expense or delay. We may change this proposal in light of the comments we receive.

Related Service Information
Eurocopter has issued Alert Service Bulletin (ASB) No. AS350–05.00.64 for Model AS350B, BA, BB, B1, B2, B3, and D civil helicopters and Model AS350L1 military helicopters, and ASB No. AS355–05.00.59 for Model AS355E, F, F1, F2, N, and NP civil helicopters, both Revision 0 and both dated August 30, 2011. The ASBs specify inspecting the locking of the stop screws and, if warranted, adjusting the stops, marking the screw/nut assembly with a red line of paint, and periodically inspecting the paint line’s alignment on the screw/nut assembly.

Proposed AD Requirements
This proposed AD would require inspecting the locking of the stop screws within 110 hours time-in-service (TIS). If the stop screw turns, the proposed AD would require adjusting the stops. After adjusting the stops or if the screw does not turn, this proposed AD would require marking a line of red paint on the screw-nut assembly. Thereafter, at intervals not to exceed 110 hours TIS, this proposed AD would require inspecting the locking of the screws and determining whether the red paint line on the screw and nut is aligned. If not aligned, this proposed AD would require removing the paint line, readjusting the stops, and marking a new line of paint.

Differences Between This Proposed AD and the EASA AD
The EASA AD would require contacting Eurocopter if the red paint line on the screw/nut assembly is not aligned after an inspection. This proposed AD would not. The EASA AD applies to Eurocopter Model AS350BB helicopters. This proposed AD would not because Model AS350BB does not have a FAA type certificate. However, the proposed AD would apply to Eurocopter Model AS350C and AS350D1 helicopters because they have an FAA type certificate and because they have similar tail rotor stop screw assemblies as the other applicable helicopter models. The EASA AD does not apply to the Model AS350C and AS350D1 helicopters.

Interim Action
We consider this proposed AD to be an interim action because Eurocopter is
developing a modification that would address the unsafe condition identified in this AD. After this modification is developed, approved, and available, we might consider additional rulemaking.

Costs of Compliance
We estimate that this proposed AD would affect 911 helicopters of U.S. Registry and that labor costs average $85 per work-hour. Based on these estimates, we expect the following costs:

- Inspecting the locking of the stop screws would take about 0.4 hour for a labor cost of about $34 per helicopter and $30,974 for the U.S. fleet. No parts would be needed.
- Adjusting the stop screws, if needed, would require about 0.2 hour for a labor cost of $17. No parts would be needed.
- Painting the line would require 0.1 hour for a labor cost of about $9 per helicopter and $8,199 for the U.S. fleet. No parts would be needed.

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 a 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.

2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):
   Eurocopter France: Docket No. FAA–2013–0074; Airspace
   BILLING CODE 4910–13–P
   (h) Subject
   (g) Additional Information
   The subject of this AD is addressed in the European Aviation Safety Agency AD No. 2011–0164, dated August 30, 2011.
   (b) Subject
   Joint Aircraft Service Component (JASC) Code: 6720, tail rotor control system.
   Issued in Fort Worth, Texas, on March 6, 2013.
   Lance T. Gant,
   Acting Directorate Manager, Rotorcraft
   [FR Doc. 2013–05876 Filed 3–13–13; 8:45 am]
   BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
14 CFR Part 71
[Docket No. FAA–2013–0074; Airspace
Docket No. 13–ASO–3]
Proposed Amendment of Class E Airspace; Selmer, TN
AGENCY: Federal Aviation Administration (FAA), DOT.
ACTION: Notice of proposed rulemaking (NPRM).