each of the link segments in the chain for a crack. Also, slowly operate the cockpit anti-
torque control pedal during the inspection so that the entire surface area of the chain in 
contact with the control quill sprocket (sprocket) is visibly accessible and can be 
inspected. Pay particular attention to the portion of the chain that travels over the 
sprocket and extends 6 inches to each side of the sprocket.

(A) If there is no cracked or broken link 
segment, lubricate the chain with a light 
preservative oil (C–010) or wipe with a cloth 
dampened in lubricating oil (C–010).
(B) If there is a cracked or broken link 
segment, before further flight, replace the 
chain with an airworthy chain.

(ii) Within 50 hours TIS, install a tail rotor 
cable and chain damper kit, P/N 204–706– 
130–101, as depicted in Figures 1 through 3, 
and by following the Accomplishment 
Instructions, paragraphs 2 through 9., of Bell 
Alert Service Bulletin (ASB) No. 204–79–7, 

(f) Alternative Methods of Compliance 
(AMOC)

(1) The Manager, Rotorcraft Certification 
Office, FAA, may approve AMOCs for this 
AD. Send your proposal to Michael Kohn, 
ASW–170, Aviation Safety Engineer, 
Rotorcraft Directorate, 2601 Meacham Blvd., 
Fort Worth, Texas 76137, telephone (817) 
222–5170, fax (817) 222–5783, email 
mike.kohn @ faa.gov.

(2) For operations conducted under 14 CFR 
part 91 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) Bell Alert Service Bulletin (ASB) No. 
204–75–4, dated December 16, 1975, and Bell 
ASB No. 205–78–5, dated May 16, 1978, 
which are not incorporated by reference, 
contain additional information about the 
subject of this AD. For this service 
information, contact Bell Helicopter Textron, 
Inc., P.O. Box 482, Fort Worth, TX 76101, 
telephone (817) 280–3391, fax (817) 280– 
6466, or at http://www.bellcustomer.com/ 
files/. You may review a copy of the 
referenced service information at the FAA, 
Office of the Regional Counsel, Southwest 
Region, 2601 Meacham Blvd., Room 663, 
Fort Worth, Texas 76137.

(2) The subject of this AD is addressed in 
Transport Canada AD CF–1990–06R1, issued 
January 7, 2008.

(h) Subject

The Joint Aircraft System Component 
(JASC) Code is 6720: Tail Rotor Control 
System.

Issued in Fort Worth, Texas, on April 18, 
2013.

Lance T. Gant, 
Acting Manager, Rotorcraft Directorate, 
Aircraft Certification Service.

[FR Doc. 2013–09764 Filed 4–24–13; 8:45 am]
BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

4 CFR Part 39


RIN 2120–AA64

Airworthiness Directives; Robinson 
Helicopter Company (Robinson)

AGENCY: Federal Aviation 
Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking 
(NPRM).

SUMMARY: We propose to adopt a new 
airworthiness directive (AD) for Model 
R22, R22 Alpha, R22 Beta, and R22 
Mariner helicopters with certain fuel 
shut-off valves installed. This proposed AD 
would require replacing the fuel 
shut-off valve with a newer design fuel 
shut-off valve. This proposed AD is 
prompted by three accidents that 
occurred because the fuel shut-off valve 
was inadvertently moved to the “off” 
position. The proposed actions are 
tended to prevent inadvertent closing 
of the fuel valve, which could result in 
gain power loss and subsequent loss of 
control of the helicopter.

DATES: We must receive comments on 
this proposed AD by June 24, 2013.

ADDRESSES: You may send comments by 
any of the following methods:

Federal eRulemaking Docket: Go to 
http://www.regulations.gov. Follow the 
online instructions for sending your 
comments electronically.


Mail: Send comments to the U.S. 
Department of Transportation, Docket 
Operations, M–30, West Building 
Ground Floor, Room W12–140, 1200 
New Jersey Avenue SE., Washington, 
DC 20590–0001.

Hand Delivery: Deliver to the 
“Mail” address between 9 a.m. and 5 
p.m., Monday through Friday, except 
Federal holidays.

Examing the AD Docket

You may examine the AD docket 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 AD 
docket contains this proposed AD, the 
economic evaluation, any comments 
received, and other information. The 
address for the Docket Operations 
Office (telephone 800–647–5527) is in 
the ADDRESSES section. Comments will 
be available in the AD docket shortly 
after receipt.

FOR FURTHER INFORMATION CONTACT: 
Dannny Nguyen, Aerospace Engineer, 
Los Angeles Aircraft Certification Office, 
Transport Airplane Directorate, FAA, 
3960 Paramount Blvd., Lakewood, 
California 90712; telephone (562) 627– 
5247; email dannny.nguyen@fia.gov.

SUPPLEMENTARY INFORMATION:

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 proposal 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.

Discussion

Three accidents have occurred with 
R22 helicopters because the lever-
handle fuel valve was inadvertently 
moved to the “off” position before
takeoff. Closing this valve will result in loss of power from the engine and subsequent loss of control of the helicopter. Robinson has subsequently re-designed the fuel valve with a smaller actuating handle and the valve spring loaded to the “on” position, to prevent inadvertent fuel shut-off.

FAA’s Determination

We are proposing this AD because we evaluated all known relevant information and determined that an unsafe condition exists and is likely to exist or develop on other helicopters of the same type design.

Related Service Information

Robinson has issued R22 Service Bulletin SB–105, dated September 7, 2011 (SB–105), which specifies procedures to replace the lever handle fuel shut-off valve part number (P/N) A670–1 revision A through H with a fuel shut-off valve P/N A670–1 revision I or later.

Proposed AD Requirements

This proposed AD would require, within 3 years, removing the fuel shut-off valve, P/N A670–1 revision A through H, and replacing the valve with a newly designed fuel shut-off valve.

Differences Between This Proposed AD and the Service Information

SB–105 specifies compliance within 500 flight-hours or by August 31, 2012. The proposed AD would require compliance within 3 years.

Costs of Compliance

We estimate that this proposed AD would affect 1,282 helicopters of U.S. Registry. We estimate that operators may incur the following costs in order to comply with this AD. Replacing the fuel shut-off valve will require about 2 work-hours at an average labor rate of $85 per hour, and required parts would cost about $260, for a cost per helicopter of $430, and a total cost to U.S. operators of $551,260.

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

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; and
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 the United States; and
4. Will not have a significant economic impact on a particular sector, geographic region, or economy; and
5. Will not create a serious problem for the small entities designated in 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.

Required Actions

(1) Within 3 years, remove the fuel shut-off valve and replace with an airworthy fuel shut-off valve that has a P/N other than a P/N listed in the applicability section of this AD.

(2) Do not install a fuel shut-off valve, P/N A670–1 revision A through H, on any helicopter.

Alternative Methods of Compliance (AMOC)

(1) The Manager, Los Angeles Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Danny Nguyen, Aerospace Engineer, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712; telephone (562) 627–5247; email danny.nguyen@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.

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.

§ 39.13 [Amended]

2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

Robinson Helicopter Company (Robinson):


(a) Applicability

This AD applies to Model R22, R22 Alpha, R22 Beta, and R22 Mariner helicopters, serial number 0002 through 4271, with a fuel shut-off valve part-number (P/N) A670–1 revision A through H installed, certified in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as inadvertent closing of the fuel shut-off valve, which could result in loss of fuel to the engine, loss of engine power, and subsequent loss of control of the helicopter.

(c) Reserved

(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

(1) Within 3 years, remove the fuel shut-off valve and replace with an airworthy fuel shut-off valve that has a P/N other than a P/N listed in the applicability section of this AD.

(f) Alternative Methods of Compliance (AMOC)

(1) The Manager, Los Angeles Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Danny Nguyen, Aerospace Engineer, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712; telephone (562) 627–5247; email danny.nguyen@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.

Additional Information

Robinson R22 Service Bulletin SB–105, dated September 7, 2011, which is not incorporated by reference, contains additional information about the subject of this AD. For service information identified in this AD, contact Robinson Helicopter Company, 2901 Airport Drive, Torrance, CA 90505; telephone (310) 539–0508; fax (310) 539–5198; or at http://www.robinsonheli.com/serveLib.htm. You may review a copy of information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

Subject


Lance T. Gant,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 2013–09771 Filed 4–24–13; 8:45 am]

BILLING CODE 4910–13–P