Paragraph (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 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.

Adoption of the Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA amends 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):


(a) Applicability

This AD applies to the following Agusta S.p.A. (Type certificate currently held by AgustaWestland S.p.A.) (Agusta) helicopters, with a tail rotor drive shaft flexible disc coupling (Thomas coupling) nut, part number (P/N) MS21042L4, certified in any category:


(ii) Model A119 and AW119 MKII helicopters.

(b) Unsafe Condition

This AD defines the unsafe condition as a production deficiency in a certain Thomas coupling nut. This condition could result in failure of the Thomas coupling, failure of the tail drive shaft, and subsequent loss of control of the helicopter.

(c) Effective Date

This AD is effective October 25, 2013 to all persons except those persons to whom it was made immediately effective by Emergency AD 2013–20–51, issued on October 3, 2013, which contained the requirements of this amendment.

(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) Before further flight, using a borescope or light source and mirror, inspect each Thomas coupling nut for a crack. If any Thomas coupling nut is cracked, before further flight, replace all the Thomas coupling nuts with nuts, P/N NAS1805–4, torquing each nut to 5.6–7.9 Nm.

(2) Within 10 hours time-in-service or 30 days, whichever occurs first, replace each Thomas coupling nut, P/N MS21042L4, with a nut, P/N NAS1805–4, torquing each nut to 5.6–7.9 Nm.

(3) After the effective date of this EAD, do not install a nut, P/N MS21042L4, on any Thomas coupling.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to Gary Roach, Aviation Safety Engineer, Regulations and Policy Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, TX 76137; telephone (817) 222–5110; email gary.b.roach@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.

(g) Additional Information


(h) Subject

Joint Aircraft Service Component (JASC): 6400 Tail rotor system.

Issued in Fort Worth, Texas, on October 16, 2013.

Kim Smith,
Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 2013–24937 Filed 10–24–13; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39


RIN 2120–AA64

Airworthiness Directives; Hamilton Standard Division and Hamilton Sundstrand Corporation Propellers

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: The FAA is correcting an airworthiness directive (AD) that published in the Federal Register. That AD applies to all Hamilton Standard Division model 6/5500/F and 24PF and Hamilton Sundstrand Corporation model 14RF, 14SF, 247F, and 568F series propellers. A maintenance manual number in paragraph (g) of the Compliance section is incorrect. This document corrects that error. In all other respects, the original document remains the same.

DATES: This final rule is effective October 25, 2013. The effective date for AD 2013–16–10 (78 FR 49660, August 15, 2013) remains September 19, 2013.

ADDRESSES: You may examine the AD docket on the Internet at http://www.regulations.gov; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this AD, the regulatory evaluation, any comments received, and other information. The address for the Docket Office (phone: 800–647–5527) is Document Management Facility, U.S. Department of Transportation, Docket Operations, M–30, West Building, Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590.


As published, the maintenance manual number, P4202, as part of the model/manual number, 247F–1/P4202, in paragraph (g) of the Compliance section is incorrect.

No other part of the preamble or regulatory information has been changed; therefore, only the changed portion of the final rule is being published in the Federal Register.

The effective date for AD 2013–16–10 remains September 19, 2013.

Correction of Regulatory Text

§ 39.13 [Corrected]

In the Federal Register of August 15, 2013, on page 49662, in the 1st column, paragraph (g) of AD 2013–16–10 is corrected to read as follows:

* * * * *

(g) MI for Blades and Hubs That Do Not Have an Updated ALS

For Hamilton Standard Division propeller models 6/5500/F and 24PF and Hamilton Sundstrand Corporation models 14RF–19, 14RF–37, 14SF–11, 14SF–15, 14SF–23, 14SF–17, 14SF–19, 247F–1, 247F–1E, 247F–3, 568F–1, 568F–5, and 568F–7, that do not have an approved update to the ALS, within one year after the effective date of this AD, perform an MI on the blades and hubs no later than seven years after the DSL. The DSI will begin at initial installation after the most recent MI or initial installation after production. Guidance on the inspections can be found in the applicable Hamilton Standard Division models/manuals 6/5500/F/P5190 and 24PF/61–12–01, and Hamilton Sundstrand Corporation models/manuals 14RF–19/P5199, 14RF–37/P5209, 14SF–11/P5196, 14SF–15/P5197, 14SF–23/P5197, 14SF–17/P5198, 14SF–19/P5198, 247F–1/P5202, 247F–1E/P5204, 247F–3/P5205, 568F–1/P5214, 568F–5/P5203, and 568F–7/P5211.

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Issued in Burlington, Massachusetts, on October 15, 2013.

Colleen M. D’Alessandro,
Assistant Directorate Manager, Engine & Propeller Directorate, Aircraft Certification Service.

[FR Doc. 2013–25108 Filed 10–24–13; 8:45 am]

BILLING CODE 4910–13–P