

**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 removing Amendment 39-4192 (46 FR 42651, August 24, 1981), and by adding a new airworthiness directive (AD) to read as follows:

**Bell Helicopter Textron, Inc.:** Docket No. 81-ASW-27. Revises AD 81-18-01, Amendment 39-4192, Docket No. 81-ASW-27.

**Applicability**

Model 206A, 206B, 206A-1, 206B-1, 206L, and 206L-1 helicopters, with main rotor (trunnion), part number (P/N) 206-010-104-3, 206-011-113-001, 206-011-120-001, or 206-011-113-103, 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 otherwise 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 request approval for an alternative method of compliance in accordance with paragraph (i) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

**Compliance**

Required as indicated, unless accomplished previously.

To prevent failure of the trunnion due to fatigue cracks, accomplish the following:

(a) Any trunnion, P/N 206-011-120-001, with 1100 or more hours time-in-service (TIS) must be retired from service within the next 100 hours TIS.

(b) Any trunnion, P/N 206-011-120-001, with less than 1100 hours TIS must be retired from service on or before attaining 1200 hours TIS.

(c) Any trunnion, P/N 206-010-104-3, and 206-011-113-001, with 2300 or more hours TIS must be retired from service within the next 100 hours TIS.

(d) Any trunnion, P/N 206-010-104-3, and 206-011-113-001, with less than 2300 hours TIS must be retired from service on or before attaining 2400 hours TIS.

(e) Any trunnion, P/N 206-011-113-103, with 4700 or more hours TIS must be retired from service within the next 100 hours TIS.

(f) Any trunnion, P/N 206-011-113-103, with less than 4700 hours TIS must be retired from service on or before attaining 4800 hours TIS.

(g) The retirement times, for the trunnions, established by this AD, are as follows:

P/N	Service life hours TIS
206-011-120-001 .....	1200
206-010-104-3 .....	2400
206-011-113-001 .....	2400
206-011-113-103 .....	4800

**Note 2:** The FAA issued AD 99-17-19 (64 FR 45433, August 20, 1999) to establish a retirement life for trunnion, P/N 206-011-120-103.

(h) This AD revises the Limitations section of the maintenance manual by establishing a retirement life of 1200 hours TIS for trunnion, P/N 206-011-120-001; 2400 hours TIS for P/N 206-010-104-3 and 206-011-113-001; and 4800 hours TIS for P/N 206-011-113-103.

**Note 3:** Bell Helicopter Textron Alert Service Bulletins 206-80-7 and 206L-80-9, both Revision B, and dated October 15, 1980, pertain to the subject of this AD.

(i) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Regulations Group, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Regulations Group.

**Note 4:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Regulations Group.

(j) Special flight permits may be issued in accordance with 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 September 4, 2001.

**David A. Downey,**

*Manager, Rotorcraft Directorate, Aircraft Certification Service.*

[FR Doc. 01-22947 Filed 9-12-01; 8:45 am]

**BILLING CODE 4910-13-U**

**DEPARTMENT OF TRANSPORTATION****Federal Aviation Administration****14 CFR Part 161****Announcement of Receipt of Notice of Proposed Restriction on Stage 2 Operations Supplemental Analysis at Naples Municipal Airport, Naples, FL**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed restriction on Stage 2 operations.

The Federal Aviation Administration (FAA) has been notified by the Naples Municipal Airport. That it proposes to prohibit operations by aircraft certificated as Stage 2 under the Federal Aviation Regulations (FAR) Part 36. The

Naples Municipal Airport has provided notice of the proposed restriction and an opportunity to comment to the public pursuant to the Airport Noise and Capacity Act of 1990 and 14 CFR Part 161.

In its notice published on August 27, 29, and September 1, 2001, in the Naples Daily News and the Fort Myers News Press, the Naples Municipal Airport proposes to prohibit all Stage 2 jet aircraft operations effective March 1, 2002.

Further information, copies of the complete text of the proposed restriction, and copies of the supporting analysis may be obtained at the offices of the City of Naples Airport Authority, 160 Aviation Drive North, Naples, Florida 34104-3568 during regular business hours.

Comments on the proposed restriction may be submitted to: City of Naples Airport Authority, ATTN: Lisa LeBlanc-Hutchings, 160 Aviation Drive North, Naples, Florida 34104-3568, Email: [administration@flynaples.com](mailto:administration@flynaples.com). All comments must be received by October 31, 2001, to be considered.

Issued in Orlando, Florida on September 4, 2001.

**John W. Reynolds, Jr.,**

*Acting Manager, Orlando Airports District Office.*

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**DEPARTMENT OF TRANSPORTATION****Coast Guard****33 CFR Part 117**

**[CGD01-01-048]**

**RIN 2115-AE47**

**Drawbridge Operation Regulations; Harlem River, NY**

**AGENCY:** Coast Guard, DOT.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** The Coast Guard proposes to change the drawbridge operating regulations which govern the Metro North (Park Avenue) Bridge, at mile 2.1, across the Harlem River at New York City, New York. This proposed rule would allow the bridge owner to require a four-hour advance notice for bridge openings, from 10 a.m. to 5 p.m., daily. It is expected that this proposed change to the regulations will meet the needs of navigation.

**DATES:** Comments must reach the Coast Guard on or before November 13, 2001.

**ADDRESSES:** You may mail comments to Commander (obr), First Coast Guard