

39–1312 (36 FR 19572, October 8, 1971). We are issuing this AD to detect and correct defective fuel valve covers, which could result in fuel selector handle binding leading to fuel flow interruption resulting in engine stoppage.

(f) Compliance

Unless already done, within the next 100 hours time-in-service (TIS) after the effective

date of this AD or within the next 12 months after the effective date of this AD, whichever occurs first, do the following actions as applicable in paragraphs (g) through (h) of this AD, including all subparagraphs.

(g) Inspection

Inspect to verify if the appropriate kit, Piper part number (P/N) 760–545V or P/N 760–546V, has been installed on the

applicable airplanes, using one of two methods defined in paragraphs (g)(1), (g)(2), or (g)(3) of this AD:

(1) Review the prior logbook entries of the airplanes identified in table 2 to paragraph (g) of this AD for documentation of Piper Mandatory Service Bulletin (MSB) 840, dated June 19, 1986, or Piper Service Letter (SL) 588, dated September 3, 1971, compliance; or kit, Piper P/N 760–545V installation.

TABLE 2 TO PARAGRAPH (G) OF THIS AD—KIT, PIPER P/N 760–545V, APPLICABILITY

Model	Serial Nos.
PA–28–140	28–7125001 through 28–7125666.
PA–28–180	28–7105001 through 28–7105259.
PA–28R–180	28R–7130001 through 28R–7130038.
PA–28R–200	28R–7135001 through 28R–7135254.

(2) Review the prior logbook entries of the airplanes identified in table 3 to paragraph (g) of this AD for documentation of Piper

Mandatory Service Bulletin (MSB) 840, dated June 19, 1986, or Piper Service Letter (SL)

588, dated September 3, 1971 compliance; or kit, Piper P/N 760–546V installation.

TABLE 3 TO PARAGRAPH (G) OF THIS AD—KIT, PIPER P/N 760–546V, APPLICABILITY

Model	Serial Nos.
PA–28–140	28–20000 through 28–26946.
PA–28–150/160/180	28–01 through 28–5859.
PA–28R–180	28R–30000 through 28R–31270.
PA–28R–200	28R–35001 through 28R–35820.

(3) Visually examine the fuel selector cover installed on the applicable airplanes referenced in table 1 to paragraph (c) of this AD. Airplanes that have installed the kit,

Piper P/N 760–545V or 760–546V, will have a fuel selector cover with a silver-gray, spring loaded, metal stop located at the 5 o'clock position, approximately 1.75 inches from the center of the fuel selector cover.

(h) Replacement

If after doing the inspections required in paragraph (g)(1), (g)(2), and (g)(3) of this AD you do not find fuel selector valve kit, Piper P/N 760–545V or P/N 760–546V, installed on the airplane, replace the fuel selector valve as specified in paragraphs (h)(1) and (h)(2) of this AD:

(1) For Model PA–28–140 airplanes, serial numbers (S/Ns) 28–7125001 through 28–7125666; Model PA–28–180 airplanes, S/Ns 28–7105001 through 28–7105259; Model PA–28R–180 airplanes, S/Ns 28R–7130001 through 28R–7130038; and Model PA–28R–200 airplanes, S/Ns 28R–7135001 through 28R–7135254: Replace with Fuel Selector Valve Cover Replacement Kit, Piper P/N 760–545V; and Air Vent Flange Kit, Piper P/N 65735–219. Do the replacement following the instructions referenced in Piper MSB No. 840, dated June 19, 1986.

(2) For Model PA–28–140 airplanes, S/Ns 28–20000 through 28–26946; Model PA–28–150/160/180 airplanes, S/Ns 28–01 through 28–5859; Model PA–28R–180 airplanes, S/Ns 28R–30000 through 28R–31270; and Model PA–28R–200 airplanes, S/Ns 28R–35001 through 28R–35820: Replace with Fuel Selector Valve Cover Replacement Kit, Piper P/N 760–546V. Do the replacement following

the instructions referenced in Piper MSB No. 840, dated June 19, 1986.

(i) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Atlanta Aircraft Certification Office (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, as appropriate. If sending information directly to the manager of the 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.

(j) Related Information

(1) For more information about this AD, contact Gary Wechsler, Aerospace Engineer, Atlanta Aircraft Certification Office, FAA, 1701 Columbia Avenue, College Park, Georgia 30337; telephone: (404) 474–5575; fax: (404) 474–5606; email: gary.wechsler@faa.gov.

(2) For service information identified in this AD, contact Piper Aircraft, Inc., 2926 Piper Drive, Vero Beach, Florida 32960; telephone: (772) 567–4361; fax: (772) 978–6573; email: customer.service@piper.com; Internet: www.piper.com/home/pages/Publications.cfm. You may view this service information at FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the

availability of this material at the FAA, call (816) 329–4148.

Issued in Kansas City, Missouri, on August 14, 2013.

John Colomy,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2013–20328 Filed 8–19–13; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA–2013–0734; Directorate Identifier 2012–SW–080–AD]

RIN 2120–AA64

Airworthiness Directives; Bell Helicopter Textron

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to supersede an existing airworthiness directive (AD) for Bell Helicopter Textron (Bell) Model 222, 222B, 222U, 230, and 430 helicopters. The existing AD currently requires inspecting parts of the main rotor hydraulic servo actuator (servo actuator) for certain conditions and

replacing any unairworthy parts before further flight. Since we issued the AD, a new stainless steel piston rod has been manufactured. We propose requiring the installation of a servo actuator assembly with this piston rod and setting an interval for the next overhaul at 10,000 hours time-in-service (TIS) or 10 years, whichever comes first. The proposed actions are intended to detect pitting or penetration of the base metal of the piston rod that could lead to the piston rod's failure, the servo actuator's failure, and the loss of helicopter control.

DATES: We must receive comments on this proposed AD by October 21, 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.
- *Fax:* 202-493-2251.
- *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.

Examining 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 foreign authority's AD, the economic evaluation, any comments received and other information. The street 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 service information identified in this proposed AD, contact Bell Helicopter Textron, 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/>. You may review service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

FOR FURTHER INFORMATION CONTACT: Matt Wilbanks, Aviation Safety Engineer, Rotorcraft Certification Office, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email matt.wilbanks@faa.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 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.

Discussion

On November 24, 2010, we published AD 2010-19-51, Amendment 39-16523 (75 FR 71540), for Bell Model 222, 222B, 222U, 230, and 430 helicopters. AD 2010-19-51 requires inspecting parts of the servo actuator for certain conditions and replacing any unairworthy parts before further flight. AD 2010-19-51 was prompted by a collective servo actuator malfunction. A subsequent investigation revealed that the output piston rod assembly had fractured at the threaded end because of corrosion cracking. The investigation also showed a nonconforming grind relief on a separate piston rod. The actions of AD 2010-19-51 were intended to detect corrosion or a nonconforming piston rod that, if not corrected, could result in the failure of the piston rod, failure of the servo actuator, and subsequent loss of the helicopter.

Actions Since Existing AD Was Issued

Since we issued AD 2010-19-51 (75 FR 71540, November 24, 2010), Transport Canada Civil Aviation (TCCA), which is the aviation authority for Canada, issued Canadian AD No. CF-2010-29R1, dated July 26, 2012, to correct an unsafe condition for Bell Model 222, 222B, 222U, 230, and 430 helicopters with servo actuator part

number (P/N) 222-382-001-107. TCCA AD No. CF-2010-29R1 supersedes AD No. CF-2010-29, dated August 26, 2010. The original TCCA AD required a one-time inspection of the servo actuator for corrosion or a crack, and if needed, repair of the servo actuator. AD No. CF-2010-29 also set intervals for a required overhaul of the servo actuator, depending on the primer or plating on the piston rod.

TCCA's subsequent AD No. CF-2010-29R1 requires an inspection of the servo actuator and either overhauling or replacing the piston rod with a stainless steel piston rod. Replacement of the piston rod extends the overhaul interval of the servo actuator to 10,000 hours TIS or 10 years, whichever comes first. AD No. CF-2010-29R1 allows different compliance times for overhaul or replacement of the piston rod, depending on the condition of the piston rod when inspected.

FAA's Determination

These helicopters have been approved by the aviation authority of Canada and are approved for operation in the United States. Pursuant to our bilateral agreement with Canada, TCCA, its technical representative, has notified us of the unsafe condition described in its AD. We are proposing this AD because we evaluated all known relevant information and determined that an unsafe condition is likely to exist or develop on other products of the same type design.

Related Service Information

We reviewed Bell Alert Service Bulletin (ASB) 222-11-111 for Model 222 and 222B helicopters, ASB 222U-11-82 for Model 222U helicopters, ASB 230-11-43 for Model 230 helicopters, and ASB 430-11-46 for Model 430 helicopters, all Revision A and all dated June 22, 2012. The ASBs contain, and require compliance with, Woodward HRT Service Bulletin 141600-67-03, dated February 14, 2012, to upgrade the servo actuator by replacing the piston rod and then re-identifying the servo actuator dash number with "-111FM." The compliance time for upgrading the servo actuator varies depending on the color and amount of corrosion found and type of plating on the piston rod. The Bell ASBs also provide an alternative inspection and procedure for servo actuator P/N 222-382-001-107 which have not reached certain hours TIS and where the servo actuator cannot be upgraded.

TCCA classified these ASBs as mandatory and issued AD No. CF-2010-29R1, dated July 26, 2012, to

ensure the continued airworthiness of these helicopters.

Proposed AD Requirements

This proposed AD would supersede AD 2010–19–51, Amendment 39–16523 (75 FR 71540, November 24, 2010) and would require within 5 hours time-in-service (TIS), inspecting servo actuator, P/N 222–382–001–107, using a 10X or higher power magnifying glass to determine whether the piston rod has any pitting or penetration of the base metal.

If the piston rod has pitting or penetration of the base metal, the proposed AD would require, before further flight, replacing the servo actuator with servo actuator P/N 222–382–001–111 or P/N 222–382–001–111FM. Thereafter, the proposed AD would require overhauling servo actuator P/N 222–382–001–111 or P/N 222–382–001–111FM at intervals not to exceed 10 years or 10,000 hours TIS, whichever comes first.

Differences Between the Proposed AD and the TCCA AD

This proposed AD differs from the TCCA AD as follows:

The TCCA AD sets three different timelines or time-in-service requirements for the overhaul or upgrade of the applicable servo actuators, depending on the damage and type of material applied to protect the piston rod.

We would require replacing, before further flight, the piston rod if it has pitting or any penetration of the base metal.

The TCCA AD requires returning parts to the manufacturer, and this proposed AD would not.

Costs of Compliance

We estimate that this proposed AD would affect 146 helicopters of U.S. Registry and that labor costs average \$85 an hour. Based on these estimates, we expect the following costs:

- Inspecting the servo actuators would require 4 work-hours for a labor cost of \$340 per helicopter, and \$49,640 for the U.S. fleet.
- Overhauling the servo actuators would require 8 work-hours for a labor cost of \$680. Parts would cost \$11,900 for a total cost of \$12,580 per helicopter.
- Replacing the servo actuators would require 8 hours work-hours for a labor cost of \$680. Parts would cost \$35,700 for a total cost of \$36,380 per helicopter.

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;
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

- 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 removing Amendment 39–16523, 75 FR 71540, and adding the following new airworthiness directive (AD):

Bell Helicopter Textron: Docket No. FAA–2013–0734; Directorate Identifier 2012–SW–080–AD.

(a) Applicability

This AD applies to Bell Helicopter Textron Canada (Bell) Model 222, 222B, 222U, 230, and 430 helicopters, with a main rotor hydraulic servo actuator (servo actuator), part number (P/N) 222–382–001–107, installed, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as pitting or any other penetration of the base metal on the output piston rod assembly. This condition could lead to failure of the piston rod, failure of the servo actuator, and subsequent loss of helicopter control.

(c) Affected ADs

This AD supersedes AD 2010–19–51, Amendment 39–16523 (75 FR 71540, November 24, 2010).

(d) Comments Due Date

We must receive comments by October 21, 2013.

(e) 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.

(f) Required Actions

(1) Within 5 hours time-in-service (TIS), inspect servo actuator, P/N 222–382–001–107, using a 10X or higher power magnifying glass to determine whether the piston rod has any pitting or penetration of the base metal.

(2) If the piston rod has pitting or any penetration of the base metal, replace with servo actuator P/N 222–382–001–111 or P/N 222–382–001–111FM, before further flight. Thereafter, overhaul servo actuator P/N 222–382–001–111 or P/N 222–382–001–111FM at intervals not to exceed 10 years or 10,000 hours TIS, whichever comes first.

(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Matt Wilbanks, Aviation Safety Engineer, Rotorcraft Certification Office, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222–5110; email matt.wilbanks@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.

(h) Additional Information

(1) The subject of this AD is addressed in Transport Canada Civil Aviation AD No. CF-2010-29R1, dated July 26, 2012. A copy of this document is available for review in Docket No. FAA-2013-0734 on the Internet at <http://www.regulations.gov>.

(2) Bell Alert Service Bulletin (ASB) No. 222-11-111 for Model 222 and 222B helicopters, ASB No. 222U-11-82 for Model 222U helicopters, ASB No. 230-11-43 for Model 230 helicopters, and ASB No. 430-11-46 for Model 430 helicopters, all Revision A and all dated June 22, 2012, contain information to replace and overhaul the servo actuator. You may review service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

(i) Subject

Joint Aircraft Service Component (JASC)
Code: 6730, Rotorcraft Servo System.

Issued in Fort Worth, Texas, on August 12, 2013.

Kim Smith,

*Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.*

[FR Doc. 2013-20309 Filed 8-19-13; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. FAA-2013-0735; Directorate
Identifier 2013-SW-014-AD]

RIN 2120-AA64

**Airworthiness Directives; Bell
Helicopter Textron, Inc. (Bell)
Helicopters**

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking
(NPRM).

SUMMARY: We propose to adopt a new airworthiness directive (AD) for Bell Model 204B helicopters. This proposed AD would require inspecting the tail rotor (T/R) cable assembly for an incorrectly machined body. This proposed AD is prompted by a report from Bell that a defective body on the cable prevents the barrel assembly from fully engaging in the body cavity. The proposed actions are intended to prevent disengagement of the cable from the barrel, failure of the T/R pitch control, and subsequent loss of control of the helicopter.

DATES: We must receive comments on this proposed AD by October 21, 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.

- *Fax:* 202-493-2251.
- *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.

Examining 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 street 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 service information identified in this proposed AD, 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 the referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

FOR FURTHER INFORMATION CONTACT:

Helene Gandy, Aviation Safety Engineer, Rotorcraft Certification Office, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5413; email 7-AVS-ASW-170@faa.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 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.

Discussion

We received a report from Bell that a number of cable assemblies, part number (P/N) 205-001-720-001, were manufactured with a defective body, P/N 205-001-742-001. Bell states the bodies were incorrectly machined with a "false cut," preventing the barrel assembly, P/N 0301245, from fully engaging with the body cavity. This condition, combined with a failure of the lockwire securing the barrel and the cable, could result in disengagement of the cable, T/R pitch control failure in a fixed position, and subsequent loss of control of the helicopter.

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

We reviewed Bell Alert Service Bulletin (ASB) No. 204B-12-68, dated October 10, 2012, which describes procedures for inspecting the barrel assembly to determine if an incorrectly machined body is installed. If an incorrectly machined body is installed, the ASB specifies replacing the cable assembly. The ASB further specifies inspecting the barrel assembly and cable connection daily until the cable assembly is replaced.

Proposed AD Requirements

This proposed AD would require inspecting each cable assembly, within 25 hours time-in-service (TIS), to determine if an incorrectly machined body is installed. If an incorrectly machined body is installed, the proposed AD would require replacing the cable assembly within 100 hours TIS. Until the cable assembly is replaced, this proposed AD would require inspecting the assembly for separation daily.