fittings and subsequent depressurization of the fuselage.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Inspection

(1) At the latest of the times specified in paragraphs (g)(1)(i), (g)(1)(ii), and (g)(1)(iii) of this AD: Do a detailed inspection of the pressurized floor fittings at FR 36, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320–57–1028, Revision 02, dated June 3, 2013.

Repeat the inspection thereafter at intervals not to exceed 9,300 flight cycles or 18,600 flight hours, whichever occurs first.

(i) Before exceeding 20,900 flight cycles or 41,800 flight hours, whichever occurs first since first flight of the airplane.

(ii) Within 9,300 flight cycles or 18,600 flight cycles since the most recent inspection accomplished in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320–57–1028, Revision 02, dated June 3, 2013.

(iii) Within 1,250 flight cycles or 2,500 flight hours after March 3, 2016 (the effective date of AD 2016–02–01), without exceeding 12,000 flight cycles since the most recent inspection accomplished in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320–57–1028, Revision 02, dated June 3, 2013.

(2) If any crack is found during any inspection required by paragraph (g)(1) of this AD: Before further flight, repair using a method approved by the Manager, International Section, Transport Standards Branch, FAA; or the European Aviation Safety Agency (EASA); or Airbus’s EASA Design Organization Approval (DOA). If approved by the DOA, the approval must include the DOA-authorized signature.

(h) Modification

Before exceeding 48,000 total flight cycles or 96,000 total flight hours, whichever occurs first since first flight of the airplane: Modify (replace aluminum fittings with titanium fittings) the pressurized floor fittings at FR 36, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320–57–1029, Revision 02, dated June 16, 1999. Accomplishment of this modification is terminating action for the repetitive inspections required by paragraph (g) of this AD for the modified airplane only.

(i) Credit for Previous Actions

(1) This paragraph provides credit for the inspection required by paragraph (g) of this AD, if that inspection was performed before the effective date of this AD using Airbus Service Bulletin A320–57–1028, dated August 12, 1991; or Revision 01, dated April 19, 1996.

(ii) This paragraph provides credit for the modification required by paragraph (h) of this AD, if that modification was performed before the effective date of this AD using Airbus Service Bulletin A320–57–1029, dated August 12, 1991; or Revision 01, dated November 10, 1992. 1601 Lind Avenue SW, Renton, WA. For information on the availability of this material at the FAA, call 425–227–1221. (6) You may view this service information that is incorporated by reference at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202–741–6030, or go to: http://www.archives.gov/federal-register/cfr/ibr-locations.html.

Issued in Renton, Washington, on January 10, 2018.
John P. Piccola, Jr., Acting Director, System Oversight Division, Aircraft Certification Service.

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Airworthiness Directives; Airbus Helicopters

AGENCY: Federal Aviation Administration (FAA), Department of Transportation (DOT).

ACTION: Final rule; request for comments.

SUMMARY: We are adopting a new airworthiness directive (AD) for Airbus Helicopters Model AS350B1, AS350B2, AS350B3, AS350D, AS355E, AS355F1, AS355F2, AS355N, AS355NP, EC130B4, and EC130T2 helicopters. This AD requires inspecting the main rotor (M/R) mast jet oil lubrication hose (oil hose). This AD is prompted by a report of a blocked oil hose. The actions of this AD are intended to prevent an unsafe condition on these helicopters.

DATES: This AD becomes effective February 12, 2018. We must receive comments on this AD by March 27, 2018.

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, Room G12–140, 1200 New Jersey Avenue SE, Washington, DC 20590–0001.
Each substantive public contact with FAA personnel concerning this rulemaking during the comment period. We will consider all the comments we receive and may conduct additional rulemaking based on those comments.

Discussion

EASA, which is the Technical Agent for the Member States of the European Union, has issued AD No. 2017–0089, dated May 17, 2017 (AD 2017–0089), to correct an unsafe condition in Airbus Helicopters Model AS350B, AS350BA, AS350BB, AS350B1, AS350B2, AS350B3, AS350D, AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP, EC130B4, and EC130T2 helicopters. EASA advises that an oil hose part number (P/N) 704A34–412–015 (manufacturing P/N 4T13) was found blocked during unscheduled maintenance. EASA states an investigation showed the hose had become completely blocked with solder during the manufacturing process, resulting in a complete absence of lubrication from the direct oil jet to the M/R mast upper bearing. According to EASA this condition could lead to degradation of the M/R mast bearings, loss of transmission function, and subsequent loss of control of the helicopter. To correct this condition, EASA AD 2017–0089 requires a one-time inspection of the oil hose to determine if there is any blockage, replacing the oil hose and the M/R mast if the oil hose is blocked, and marking unobstructed hoses with an “X” after the P/N.

FAA’s Determination

These helicopters have been approved by the aviation authority of France and are approved for operation in the United States. Pursuant to our bilateral agreement with France, EASA, its technical representative, has notified us of the unsafe condition described in the EASA AD. We are issuing this AD because we evaluated all information provided by EASA and determined the unsafe condition exists and is likely to exist or develop on other helicopters of these same type designs.

Related Service Information

Airbus Helicopters has co-published as one document Emergency Alert Service Bulletin (EASB) No. 62.00.20 for non-FAA type-certificated AS350-series helicopters, EASB No. 62.00.23 for non-FAA type-certificated AS355-series helicopters, EASB No. 62.00.36 for AS355-series helicopters, EASB No. 62.00.39 for AS350-series helicopters, and EASB No. 62A015 for EC130 series helicopters, all Revision 1 and dated May 19, 2017. This service information specifies procedures for inspecting the oil hose for the presence of oil, inspecting the oil hose for blockage, and marking the hose if there is no blockage.

AD Requirements

This AD requires, within 30 hours time-in-service (TIS):

- Removing the upper end of the oil hose and inspecting the inside of the hose to determine if there is any oil present. If there is no oil present, before further flight, replacing the M/R mast and the oil hose;
- If there is oil present, within 30 hours TIS of inspecting for the presence of oil, removing the hose and determining if there is blockage in the hose, first using an air gun and then using cable ties or a piece of wire. If there is blockage in the hose, before further flight, replacing the M/R mast and the oil hose;
- If there is oil present and there is no blockage, before further flight, permanently marking the hose with an “X” following the P/N.

This AD also prohibits installing an oil hose, P/N 704A34–412–015, on any helicopter unless it has been inspected as required by this AD.

Differences Between This AD and the EASA AD

The EASA AD applies to Airbus Helicopters Model AS350BB helicopters, this AD does not as that model is not type certificated in the U.S.

Costs of Compliance

We estimate that this AD affects 1,246 helicopters of U.S. Registry.

We estimate that operators may incur the following costs in order to comply with this AD. At an average labor rate of $85 per work-hour, inspecting the oil hose for oil and obstruction and marking the hose will require about one hour, for a cost per helicopter of $85 and a total cost of $103,910 for the U.S. fleet.

If required, replacing the M/R mast and oil hose will require 16 hours and required parts will cost $29,940 for a cost per helicopter of $31,300.

FAA’s Justification and Determination of the Effective Date

An unsafe condition exists that requires the immediate adoption of this AD without providing an opportunity for public comments prior to adoption. The FAA has found that the risk to the flying public justifies waiving notice and comment prior to the adoption of this AD because some of the required corrective actions must be accomplished within 30 hours TIS, a potentially short
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


(b) Unsafe Condition

This AD defines the unsafe condition as a blocked oil hose. This condition could result in failure of the direct oil jet to lubricate the M/R mast upper bearing, degradation of the M/R mast bearings, loss of M/R transmission function, and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective February 12, 2018.

(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 30 hours time-in-service (TIS), disconnect the upper end of the oil hose and inspect the inside of the hose for oil.

(i) If there is no oil inside the hose, before further flight, replace the M/R mast and oil hose.

(ii) If there is oil inside the hose, within 30 hours TIS, remove the oil hose and blow air through the oil hose using an air gun.

(A) If no air flows through the oil hose, before further flight, replace the M/R mast and oil hose.

(B) If air does flow through the oil hose, inspect the oil hose for any blockage by inserting two cable ties or a semi-rigid piece of wire with a diameter of 2 to 2.3 millimeters (mm) a minimum of 100 mm into each end of the oil hose.

(1) If there is any blockage, before further flight, replace the M/R mast and oil hose.

(2) If there is no blockage, re-identify the oil hose by vibro-etching the letter “X” after the P/N.

(2) Do not install an oil hose P/N 704A34–412–015 on any helicopter unless it has been inspected as required by this AD.

(f) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Safety Management Section, Rotorcraft Standards Branch, FAA, may approve AMOCs for this AD. Send your proposal to: Rao Edupuganti, Aviation Safety Engineer, Regulations and Policy Section, Rotorcraft Standards Branch, FAA, 10101 Hillwood Pkwy., Fort Worth, TX 76177; telephone (817) 222–5110; email 9-ASW-FTW-AMOC-Requests@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

(1) Airbus Helicopters Emergency Alert Service Bulletin No. 62.00.20, No. 62.00.23, No. 62.00.36, No. 62.00.39, and No. 62A015, all Revision 1 and dated May 19, 2017, which are co-published as one document and not incorporated by reference, contain additional information about the subject of this AD. For service information identified in this AD, contact Airbus Helicopters, 2701 N Forum Drive, Grand Prairie, TX 75052; telephone (972) 641–0000 or (800) 232–0323; fax (972) 641–3775; or at http://www.helicopters.airbus.com/website/en/ref/Technical-Support_73.html. You may review a copy of the service information at the FAA, Office of the Regional Counsel, Southwest Region, 10101 Hillwood Pkwy, Room 6N–321, Fort Worth, TX 76177.


(h) Subject

Joint Aircraft Service Component (JASC) Code: 6230 Main Gearbox Mast.

Issued in Fort Worth, Texas, on January 8, 2018.

Lance T. Gant,
Director, Compliance & Airworthiness Division, Aircraft Certification Service.

[FR Doc. 2018–01196 Filed 1–25–18; 8:45 am]

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