- (1) Maintain cruise airspeeds greater than 60 knots indicated airspeed and less than 0.9  $V_{\rm ne}$ , but no lower than 60 knots.
- (2) The possibility of rotor stall is increased at high density altitudes; therefore, avoid flight at high density altitudes.
- (3) Use maximum "power-on" RPM at all times during powered flight.
- (4) Avoid sideslip during flight. Maintain in-trim flight at all times.
- (5) Avoid large, rapid forward cyclic inputs in forward flight, and abrupt control inputs in turbulence.

## **Emergency Procedures Section**

(1) RIGHT ROLL IN LOW "G" CONDITION Gradually apply aft cyclic to restore positive "G" forces and main rotor thrust. Do not apply lateral cyclic until positive "G" forces have been established.

(2) UNCOMMANDED PITCH, ROLL, OR YAW RESULTING FROM FLIGHT IN TURBULENCE.

Gradually apply controls to maintain rotor RPM, positive "G" forces, and to eliminate sideslip. Minimize cyclic control inputs in turbulence; do not over control.

(3) INADVERTENT ENCOUNTER WITH MODERATE, SEVERE, OR EXTREME TURBULENCE.

If the area of turbulence is isolated, depart the area; otherwise, land the helicopter as soon as practical.

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

**Note:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Standards Staff.

- (c) Special flight permits, pursuant to sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199), will not be issued.
- (d) This amendment becomes effective on March 17, 1995.

Issued in Fort Worth, Texas, on February 23, 1995.

## Eric Bries,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 95–5096 Filed 3–1–95; 8:45 am] BILLING CODE 4910–13–P

## 14 CFR Part 39

[Docket No. 95-SW-11-AD; Amendment 39-9166; AD 95-04-14]

Airworthiness Directives; Robinson Helicopter Company Model R22 Helicopters

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment supersedes an existing airworthiness directive (AD), applicable to Robinson Helicopter Company Model R22 helicopters, that currently requires revisions to the Limitations section, the Normal Procedures section, and the Emergency Procedures section of the R22 Rotorcraft Flight Manual, revised February 4, 1993. These revisions limit operations in high winds and turbulence; provide information about main rotor (M/R) stalls and mast bumping; and, provide recommendations for avoiding these situations. Additionally, emergency procedures are provided for use should certain conditions be encountered. This amendment requires the same revisions required by the existing Priority Letter AD, but revises certain words and phrases to further clarify the revised Limitations and Normal Procedures sections, deletes the paragraph that referenced recording compliance with the AD, and adds another paragraph that states that no special flight permits will be issued prior to compliance with this AD. This amendment is prompted by 26 accidents since 1981 that resulted in fatalities and involved the M/R blades contacting the helicopters' fuselage. The actions specified by this AD are intended to prevent M/R stall or mast bumping, which could result in the M/ R blades contacting the fuselage causing failure of the M/R system and subsequent loss of control of the helicopter.

DATES: Effective March 17, 1995. Comments for inclusion in the Rules Docket must be received on or before May 1, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95–SW–11–AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

FOR FURTHER INFORMATION CONTACT: Mr. Scott Horn, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff, Southwest Region, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222–5125, fax (817) 222–5961.

SUPPLEMENTARY INFORMATION: On January 12, 1995, the FAA issued Priority Letter AD 95–02–03, to require revisions to the Limitations section, the Normal Procedures section, and the Emergency Procedures section of the R22 Rotorcraft Flight Manual, revised February 4, 1993. These revisions limit operations in high winds, turbulence,

and wind shear conditions; provide information about M/R stalls and mast bumping; and, provide recommendations for avoiding these situations. That action was prompted by 26 Model R22 accidents since 1981 involving M/R blades contacting the helicopters' fuselage. M/R stall and mast bumping may have caused these M/R blade contacts with the fuselage. All of these accidents resulted in fatalities. Limited pilot experience in rotorcraft has been identified as common to these accidents. High winds and turbulence were also noted in some of the accidents. Airspeed and low rotor RPM could also be influencing factors in these M/R blades contacting the fuselage. Flight in strong or gusty winds, areas of wind shear, or areas of moderate, severe, or extreme turbulence can degrade the helicopter handling qualities, thereby creating an unsafe condition. These conditions, if not compensated for, could result in M/R stall or mast bumping, which could result in the M/R blades contacting the fuselage causing failure of the M/R system and subsequent loss of control of the helicopter.

Since the issuance of that AD, the FAA has determined that the words 'areas of forecasted or reported" should be deleted from the revision to the Limitations section of the Model R22 Rotorcraft Flight Manual, revised February 4, 1993. Some operators receive area forecasts and reports that cover wide geographic regions. These forecasts and reports can refer to turbulence in areas unrelated to the actual area of operation. Forecasted or reported wind shear or turbulence outside of the operational area was not intended to be a flight limitation. The word "spreads" was added to the term "wind gusts" to define this limitation as the spread or variance of wind velocities. The phrase "but no lower than 60 knots" was added to the Limitations section because of the possibility that at higher altitudes, 0.7  $V_{ne}$  could be lower than 60 knots. Additionally, the phrase "but no lower than 60 knots" was added to recommendation (1) of the Normal Procedures section because of the possibility that at higher altitudes, 0.9 V<sub>ne</sub> could be lower than 60 knots. Below 60 knots, the energy required to recover from a low-rotor RPM condition by flaring the helicopter and converting forward airspeed to rotor speed is unavailable. The reference to the requirement to record compliance that was contained in paragraph (b) of the existing Priority Letter AD has been deleted since part 91.417(a)(2)(v)