

14 CFR Part 39

[Docket No. 95-SW-25-AD; Amendment 39-9300; AD 95-11-10]

Airworthiness Directives; Robinson Helicopter Company Model R44 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This document publishes in the **Federal Register** an amendment adopting Airworthiness Directive (AD) 95-11-10 which was sent previously to all known U.S. owners and operators of Robinson Helicopter Company (Robinson) Model R44 helicopters by individual letters. This AD requires installation of a placard in the helicopter, and insertion of a prohibition against low-gravity (G) cyclic pushover maneuvers into the LIMITATIONS section of the Rotorcraft Flight Manual. This amendment is prompted by a recent Federal Aviation Administration (FAA) analysis of the manufacturer's data that indicates a low-G cyclic pushover maneuver may result in mast-bumping on the Robinson Model R44 helicopters. The actions specified by this AD are intended to prevent in-flight main rotor separation or contact between the main rotor blades and the airframe of the helicopter, and subsequent loss of control of the helicopter.

DATES: Effective on July 14, 1995, to all persons except those persons to whom it was made immediately effective by priority letter AD 95-11-10, issued on May 25, 1995, which contained the requirements of this amendment.

Comments for inclusion in the Rules Docket must be received on or before August 28, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-SW-25-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

FOR FURTHER INFORMATION CONTACT: Ms. Lirio Liu, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712-4137, telephone (310) 627-5229; fax (310) 627-5210.

SUPPLEMENTARY INFORMATION: On May 25, 1995, the FAA issued priority letter AD 95-11-10, applicable to Robinson Model R44 helicopters, which requires installation of a placard in the helicopter, and insertion of a prohibition against low-G cyclic

pushover maneuvers into the LIMITATIONS section of the Rotorcraft Flight Manual. That action was prompted by a recent Federal Aviation Administration (FAA) analysis of the manufacturer's data that indicates a low-G cyclic pushover maneuver may result in mast-bumping on the Robinson Model R44 helicopters. This condition, if not corrected, could result in in-flight main rotor separation or contact between the main rotor blades and the airframe of the helicopter, and subsequent loss of control of the helicopter.

Since the unsafe condition described is likely to exist or develop on other Robinson Model R44 helicopters of the same type design, the FAA issued priority letter AD 95-11-10 to prevent in-flight main rotor separation or contact between the main rotor blades and the airframe of the helicopter, and subsequent loss of control of the helicopter. The AD requires installation of a placard in the helicopter, in clear view of the pilots, stating that low-G cyclic pushovers are prohibited; and insertion of a prohibition against low-G cyclic pushover maneuvers into SECTION 2, LIMITATIONS, of the Model R44 FAA-approved Rotorcraft Flight Manual.

Since it was found that immediate corrective action was required, notice and opportunity for prior public comment thereon were impracticable and contrary to the public interest, and good cause existed to make the AD effective immediately by individual letters issued on May 25, 1995, to all known U.S. owners and operators of Robinson Model R44 helicopters. These conditions still exist, and the AD is hereby published in the **Federal Register** as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13) to make it effective to all persons.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that

supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 95-SW-25-AD." The postcard will be date stamped and returned to the commenter.

The regulations adopted herein will not have substantial direct effects 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. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it is not a "significant regulatory action" under Executive Order 12866. It has been determined further that this action involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979). If it is determined that this emergency regulation otherwise would be significant under DOT Regulatory Policies and Procedures, a final regulatory evaluation will be prepared and placed in the Rules Docket. A copy of it, if filed, may be obtained from the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the