

**List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

**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**

■ 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):

**2014-02-09 Eurocopter France:**

Amendment 39-17737; Docket No. FAA-2014-0039; Directorate Identifier 2013-SW-058-AD.

**(a) Applicability**

This AD applies to Model EC225LP helicopters with emergency flotation gear installed and Model AS332L1 helicopters with emergency flotation gear with Eurocopter Modification OP26277 installed, certificated in any category.

**(b) Unsafe Condition**

This AD defines the unsafe condition as incorrect routing of a strap under the hinged rod median plate of an emergency flotation gear rear cradle. This condition could result in failure of the rods or straps upon deployment of the emergency flotation gear, incorrect float position, and subsequent capsizing of the helicopter.

**(c) Effective Date**

This AD becomes effective February 24, 2014.

**(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) Before the next overwater flight, inspect each left hand and right hand rear cradle strap on the hinged rods of the emergency flotation gear for correct installation as shown in Photo 1, Figure 1, of Eurocopter Emergency Alert Service Bulletin No. 25A142, Revision 0, dated September 25, 2013 (EASB No. 25A142), for Model EC225LP helicopters or EASB No. 25.02.76, Revision 0, dated September 25, 2013 (EASB No. 25.02.76), for Model AS332L1 helicopters. Both straps must be installed over the hinged rod's median plate.

(2) If any strap is installed under the plate as shown in Photo 2, Figure 1, of EASB No. 25A142 or No. 25.02.76, reinstall each incorrectly routed strap so that each strap is installed over the plate as depicted in Figure

2 and Figure 3 of EASB No. 25A142 or No. 25.02.76, as applicable to your model helicopter.

**(f) Special Flight Permits**

Special flight permits are prohibited for flights over water.

**(g) Alternative Methods of Compliance (AMOCs)**

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Gary Roach, Aviation Safety Engineer, Regulations and Policy Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email [gary.b.roach@faa.gov](mailto:gary.b.roach@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**

The subject of this AD is addressed in European Aviation Safety Agency (EASA) AD No. 2013-0237-E, dated September 26, 2013. You may view the EASA AD at <http://www.regulations.gov> in Docket No. FAA-2014-0039.

**(i) Subject**

Joint Aircraft Service Component (JASC) Code: 3212 Emergency Flotation Section.

**(j) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Eurocopter EASB No. 25.02.76, Revision 0, dated September 25, 2013.

(ii) Eurocopter EASB No. 25A142, Revision 0, dated September 25, 2013.

**Note 1 to paragraph (i)(2):** Eurocopter EASB No. 25.02.76, Revision 0, dated September 25, 2013, and Eurocopter EASB No. 25A142, Revision 0, dated September 25, 2013, are co-published as one document along with Eurocopter EASB No. 25.01.62, Revision 0, dated September 25, 2013, and Eurocopter ASB No. 25A060, Revision 0, dated September 25, 2013, which are not incorporated by reference.

(3) For Eurocopter service information identified in this AD, contact American Eurocopter Corporation, 2701 N. Forum Drive, Grand Prairie, TX 75052; telephone (972) 641-0000 or (800) 232-0323; fax (972) 641-3775; or at <http://www.eurocopter.com/techpub>.

(4) You may view this service information at FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. For information on the availability of this material at the FAA, call (817) 222-5110.

(5) 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 Fort Worth, Texas, on January 10, 2014.

**Kim Smith,**

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

[FR Doc. 2014-01952 Filed 2-6-14; 8:45 am]

**BILLING CODE 4910-13-P**

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

**[Docket No. FAA-2013-0888; Directorate Identifier 2013-CE-024-AD; Amendment 39-17735; AD 2014-02-07]**

**RIN 2120-AA64**

**Airworthiness Directives; Costruzioni Aeronautiche Tecnam srl Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** We are adopting a new airworthiness directive (AD) for Costruzioni Aeronautiche Tecnam srl Model P2006T airplanes. This AD results from mandatory continuing airworthiness information (MCAI) issued by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as cracks of the nose landing gear (NLG) lower link. We are issuing this AD to require actions to address the unsafe condition on these products.

**DATES:** This AD is effective March 14, 2014.

The Director of the Federal Register approved the incorporation by reference of certain publications listed in the AD as of March 14, 2014.

**ADDRESSES:** You may examine the AD docket on the Internet at <http://www.regulations.gov> or in person at Document Management Facility, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.

For service information identified in this AD, contact Costruzioni Aeronautiche Tecnam Airworthiness Office, Via Maiorise-81043 Capua (CE) Italy; telephone: +39 0823 620134; fax:

+39 0823 622899; email: [m.oliva@tecnam.com](mailto:m.oliva@tecnam.com) or [g.paduan@tecnam.com](mailto:g.paduan@tecnam.com); Internet: [www.tecnam.com/it-IT/documenti/service-bulletins.aspx](http://www.tecnam.com/it-IT/documenti/service-bulletins.aspx). You may view this referenced service information at the 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.

**FOR FURTHER INFORMATION CONTACT:** Albert Mercado, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4119; fax: (816) 329-4090; email: [albert.mercado@faa.gov](mailto:albert.mercado@faa.gov).

#### SUPPLEMENTARY INFORMATION:

#### Discussion

We issued a notice of proposed rulemaking (NPRM) to amend 14 CFR part 39 to include an AD that would apply to Costruzioni Aeronautiche Tecnam srl Model P2006T airplanes. That NPRM was published in the **Federal Register** on October 25, 2013 (78 FR 63907). That NPRM proposed to correct an unsafe condition for the specified products. The MCAI states:

During an inspection of a P2006T, a nose landing gear (NLG) lower link was found with two cracks. The affected NLG lower link is part of NLG lower link assembly P/N 26-8-1417-000.

This condition, if not detected and corrected, could lead to NLG failure, possibly resulting in damage to the aeroplane and injury to the occupants.

To address this potential unsafe condition, Costruzioni Aeronautiche Tecnam (hereafter referred to as Tecnam) issued Service Bulletin (SB) SB-128-CS, providing inspection instructions. Tecnam also developed an improved NLG lower link assembly with P/N 26-8-8000-000, which can be installed in service by accomplishment of Tecnam SB-104-CS.

For the reasons described above, this AD requires, for aeroplanes equipped with NLG lower link assembly P/N 26-8-1417-000, a one-time inspection of the NLG lower link and, depending on findings, accomplishment of the applicable corrective action. This AD also requires installation of the improved NLG lower link assembly P/N 26-8-8000-000.

The MCAI can be found in the AD docket on the Internet at: <http://www.regulations.gov/#!searchResults;pp=25;po=0;s=FAA-2013-0888;fp=true;ns=true>.

#### Comments

We gave the public the opportunity to participate in developing this AD. We received no comments on the NPRM (78 FR 63907, October 25, 2013) or on the determination of the cost to the public.

#### Conclusion

We reviewed the relevant data, considered the comments received, and determined that air safety and the public interest require adopting the AD as proposed except for minor editorial changes. We have determined that these minor changes:

- Are consistent with the intent that was proposed in the NPRM (78 FR 63907, October 25, 2013) for correcting the unsafe condition; and
- Do not add any additional burden upon the public than was already proposed in the NPRM (78 FR 63907, October 25, 2013).

#### Costs of Compliance

We estimate that this AD will affect 7 products of U.S. registry. We also estimate that it would take about .5 work-hour per product to comply with the basic requirements of this AD. The average labor rate is \$85 per work-hour.

Based on these figures, we estimate the cost of the AD on U.S. operators to be \$297.50, or \$42.50 per product.

In addition, we estimate that any necessary follow-on actions would take about 6 work-hours and require parts costing \$1,800, for a cost on U.S. operators of \$16,170, or \$2,310 per product. We have no way of determining the number of products that may need these actions.

According to the manufacturer, some of the costs of this AD may be covered under warranty, thereby reducing the cost impact on affected individuals. We do not control warranty coverage for affected individuals. As a result, we have included all costs in our cost estimate.

#### 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 AD will not have federalism implications under Executive Order 13132. This AD will 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 above, I certify this AD:

- (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, 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.

#### Examining the AD Docket

You may examine the AD docket on the Internet at <http://www.regulations.gov>; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains the NPRM, the regulatory evaluation, any comments received, and other information. The street address for the Docket Office (telephone (800) 647-5527) is in the **ADDRESSES** section. Comments will be available in the AD docket shortly after receipt.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

#### 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

- 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 AD:

**2014-02-07 Costruzioni Aeronautiche Tecnam srl:** Amendment 39-17735; Docket No. FAA-2013-0888; Directorate Identifier 2013-CE-024-AD.

**(a) Effective Date**

This airworthiness directive (AD) becomes effective March 14, 2014.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to Costruzioni Aeronautiche Tecnam srl Model P2006T airplanes, serial numbers (S/N) 001/US through S/N 9999/US, certificated in any category.

**(d) Subject**

Air Transport Association of America (ATA) Code 32: Landing Gear.

**(e) Reason**

This AD was prompted by mandatory continuing airworthiness information (MCAI) originated by an aviation authority of another country to identify and correct an unsafe condition on an aviation product. The MCAI describes the unsafe condition as cracking of the nose landing gear (NLG) lower link. We are issuing this AD to detect and correct cracks in an NLG lower link, which could lead to NLG failure, possibly resulting in damage to the airplane and injury to the occupants.

**(f) Actions and Compliance**

Unless already done, do the following actions as specified in paragraphs (f)(1) through (f)(5) of this AD:

(1) For airplanes with an NLG lower link assembly part number (P/N) 26-8-1417-000 installed, within the next 25 hours time-in-service (TIS) after March 14, 2014 (the effective date of this AD) or within the next 30 days after March 14, 2014 (the effective date of this AD), whichever occurs first, do a detailed inspection of the NLG lower link P/N 26-8-1417-1 (this is in the NLG-000 assembly) following Costruzioni Aeronautiche Tecnam Service Bulletin No. SB 128-CS, Revision 0, dated May 15, 2013.

(2) If a crack is detected during the inspection required by paragraph (f)(1) of this AD, before further flight, replace the NLG lower link assembly with an improved assembly. Follow the instructions in Costruzioni Aeronautiche Tecnam Job Card 442, P2006T NLG upper link replacement, Revision 1, dated February 11, 2013; Costruzioni Aeronautiche Tecnam Job Card 468, New NLG Spring replacement, dated October 12, 2012; or Costruzioni Aeronautiche Tecnam Job Card 528, P2006T NLG retraction spring installation, Revision 1, dated April 2, 2013, as applicable, as specified in Costruzioni Aeronautiche Tecnam Service Bulletin No. SB 128-CS, Revision 0, dated May 15, 2013.

**Note 1 to paragraphs (f)(2) and (f)(3) of this AD:** Although Costruzioni Aeronautiche Tecnam Job Card 442, Revision 1, dated February 11, 2013, is designated P2006T NLG upper link replacement, it still pertains to the replacement of the lower link.

(3) Unless already done as required by paragraph (f)(2) of this AD, within the next 50 hours TIS after March 14, 2014 (the effective date of this AD) or within the next 60 days after March 14, 2014 (the effective

date of this AD), whichever occurs first, replace the NLG lower link assembly P/N 26-8-1417-000 with an improved assembly.

Follow the instructions in Costruzioni Aeronautiche Tecnam Job Card 442, P2006T NLG upper link replacement, Revision 1, dated February 11, 2013; Costruzioni Aeronautiche Tecnam Job Card 468, New NLG Spring replacement, dated October 12, 2012; or Costruzioni Aeronautiche Tecnam Job Card 528, P2006T NLG retraction spring installation, Revision 1, dated April 2, 2013, as applicable, as specified in the Costruzioni Aeronautiche Tecnam Service Bulletin No. SB 128-CS, Revision 0, dated May 15, 2013.

(4) After replacement of the NLG lower link assembly as required by paragraph (f)(2) or (f)(3) of this AD, as applicable, do not install an NLG lower link assembly P/N 26-8-1417-000 or an NLG lower link part P/N 26-8-1417-1 (this is in the NLG-000 assembly) on that airplane.

(5) For an airplane with an NLG lower link assembly P/N 26-8-8000-000 already installed, after the effective date of this AD, do not install an NLG lower link assembly P/N 26-8-1417-000 or a NLG lower link P/N 26-8-1417-1 on that airplane.

**(g) Credit for Actions Done Following Previous Service Information**

This AD provides credit for the inspection required in paragraph (f)(1) of this AD and any necessary replacement required in paragraphs (f)(2) or (f)(3) of this AD if already done before March 14, 2014 (the effective date of this AD) following Costruzioni Aeronautiche Tecnam Service Bulletin No. SB 104-CS, Edition 2, Revision 1, dated March 28, 2013.

**(h) Other FAA AD Provisions**

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs):* The Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Albert Mercado, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4119; fax: (816) 329-4090; email: [albert.mercado@faa.gov](mailto:albert.mercado@faa.gov). Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) *Airworthy Product:* For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

**(i) Related Information**

Refer to MCAI European Aviation Safety Agency (EASA) AD No.: 2013-0134, dated July 2, 2013, for more information. The MCAI can be found in the AD docket on the Internet at: <http://www.regulations.gov/#/documentDetail;D=FAA-2013-0888-0003>. You may also refer to Costruzioni

Aeronautiche Tecnam Service Bulletin No. SB 104-CS, Edition 2, Revision 1, dated March 28, 2013, for more information. For service information related to this AD, you may contact the manufacturer using the information found in paragraph (j)(3) of this AD.

**(j) Material Incorporated by Reference**

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) Costruzioni Aeronautiche Tecnam Service Bulletin No. SB 128-CS, Revision 0, dated May 15, 2013.

**Note 2 to paragraph (j)(2)(i) of this AD:** The Occurrence Report is not paginated. The correct pagination is page 3/3.

(ii) Costruzioni Aeronautiche Tecnam Cartone di lavoro (English translation: Job Card) 468, New NLG Spring replacement, dated October 12, 2012.

**Note 3 to paragraphs (j)(2)(ii) through (j)(2)(iv) of this AD:** This service information contains Italian to English translation. EASA used the English translation in referencing the documents from Costruzioni Aeronautiche Tecnam srl. For enforceability purposes, we will refer to the Costruzioni Aeronautiche Tecnam srl service information as the titles appear on the documents.

(iii) Costruzioni Aeronautiche Tecnam Cartone di lavoro (English translation: Job Card) 528, P2006T NLG retraction spring installation, Revision 1, dated April 2, 2013.

(iv) Costruzioni Aeronautiche Tecnam Cartone di lavoro (English translation: Job Card) 442, P2006T NLG upper link replacement, Revision 1, dated February 11, 2013.

(3) For Costruzioni Aeronautiche Tecnam srl service information identified in this AD, contact Costruzioni Aeronautiche Tecnam Airworthiness Office, Via Maiorise-81043 Capua (CE) Italy; telephone: +39 0823 620134; fax: +39 0823 622899; email: [m.oliva@tecnam.com](mailto:m.oliva@tecnam.com) or [www.paduano@tecnam.com](http://www.paduano@tecnam.com); Internet: [www.tecnam.com/IT/documenti/service-bulletins.aspx](http://www.tecnam.com/IT/documenti/service-bulletins.aspx).

(4) You may view this service information at the 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.

(5) 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 Kansas City, Missouri, on January 23, 2014.

**Earl Lawrence,**

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 2014-01957 Filed 2-6-14; 8:45 am]

**BILLING CODE 4910-13-P**