

intervals not to exceed 2400 hours TIS, inspecting the surface of each grip for corrosion or other damage and conducting a fluorescent-penetrant inspection of the grip for a crack.

- Before further flight, replacing any grip with a crack, corrosion, or damage with an airworthy grip or repairing a grip with damage or corrosion if the damage or corrosion is within certain limits.

- Reporting certain inspection results and information to the FAA in accordance with Appendix 1 of this AD.

These AD actions are intended to be interim actions. The FAA is collecting data for further analysis to assist in determining appropriate terminating action.

The UT inspection of the grip must be performed by a UT Level I Special, Level II, or Level III inspector, qualified under the guidelines established by MIL-STD-410E, ATA Specification 105, AIA-NAS-410, or an FAA-accepted equivalent for qualification standards of Nondestructive Testing inspection/evaluation personnel. Recurrent training and examinations are part of the qualification requirements.

The short compliance time involved is required because the previously described critical unsafe condition of cracking in the grips can adversely affect the controllability and structural integrity of the helicopter. Therefore, this AD requires, before 10 hours TIS, visually inspecting the exposed surfaces of each grip for a crack and, before further flight, replacing or repairing the grip, and this AD must be issued immediately.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

The FAA estimates that this AD will affect 110 helicopters and that it will take approximately 7 work hours to create and maintain the records, 6.25 work hours to conduct the inspections, and 10 work hours to replace the grip, at an average labor rate of \$60 per work hour. Required parts will cost

approximately \$18,390 per grip replaced. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$315,330, assuming replacement of a total of 12 grips.

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 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 mailed 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. 2002-SW-14-AD." The postcard will be date stamped and returned to the commenter.

The regulations adopted herein 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. Therefore, it is determined that this final rule does not have federalism implications under Executive Order 13132.

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, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration 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. Section 39.13 is amended by adding a new airworthiness directive to read as follows:

2003-01-04 Bell Helicopter Textron, Inc.:
Amendment 39-13015. Docket No. 2002-SW-14-AD.

Applicability: The following model helicopters with the listed part number (P/N) installed, certificated in any category:

Model	With main rotor grip (Grip) P/N
(1) 205B	204-011-121-005, -009, -113, -117, or -121.
(2) 212	204-011-121-009 or -121.
(3) 204B	204-011-121-005 if the grip was ever installed on a Model 205B helicopter.
(4) 205A and 205A-1	204-011-121-005 or -113 if the grip was ever installed on a Model 205B helicopter.
(5) 204B, 205A, and 205A-1	204-011-121-117.
(6) 205A-1	204-011-121-009 or -121 modified in accordance with Supplemental Type Certificate (STC) SH5132NM.