

## Inspection

(a) Within 30 days after the effective date of this AD: Perform a general visual inspection of bearings having part numbers (P/N) 3326653-1 and 3326653-2 for evidence of a groove greater than 0.060 inch deep. Perform the inspection per paragraph 2.A. of the Accomplishment Instructions specified in Hercules Service Bulletin 382-52-9, dated July 5, 2000.

**Note 2:** For the purposes of this AD, a general visual inspection is defined as: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

(1) If evidence of a groove greater than 0.060-inch deep is not found: Repeat the inspection at 30-day intervals until accomplishment of the terminating action required by paragraph (b) of this AD.

(2) If evidence of a groove greater than 0.060-inch deep is found: Before further flight, repair the bearings per paragraph (b) of this AD.

## Repair

(b) Within 90 days after the effective date of this AD: Repair bearings having P/N 3326653-1 and P/N 3326653-2 per paragraph 2.B. of the Accomplishment Instructions specified in Hercules Service Bulletin 382-52-9, dated July 5, 2000. Accomplishment of this repair terminates the requirements of paragraph (a) of this AD.

## Alternative Methods of Compliance

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Atlanta Aircraft Certification Office (ACO), FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

## Special Flight Permits

(d) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

## Incorporation by Reference

(e) The actions shall be done in accordance with Hercules Service Bulletin 382-52-9, dated July 5, 2000. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C.

552(a) and 1 CFR part 51. Copies may be obtained from Lockheed Martin Corporation/Lockheed Martin Aeronautics Company, Airworthiness Office, Dept. 6A0M, Zone 0252, Column P-58, 86 S. Cobb Drive, Marietta, Georgia 30063. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

## Effective Date

(f) This amendment becomes effective on August 25, 2003.

Issued in Renton, Washington, on July 8, 2003.

**Ali Bahrami,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 2002-SW-39-AD; Amendment 39-13237; AD 2003-14-18]

**RIN 2120-AA64**

#### Airworthiness Directives; Sikorsky Aircraft Corporation Model S76A, B, and C Helicopters

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) for the specified Sikorsky Aircraft Corporation (Sikorsky) model helicopters that requires removing non-conforming main landing gear brake discs (discs) and replacing them with different part-numbered airworthy discs. It also requires revising the Rotorcraft Flight Manual (RFM) to adjust takeoff and landing distances until the discs are replaced. This amendment is prompted by the manufacture of some discs using inferior materials. The actions specified by this AD are intended to prevent reduced braking performance and subsequent loss of control of the helicopter.

**DATES:** Effective August 25, 2003.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of August 25, 2003.

**ADDRESSES:** The service information referenced in this AD may be obtained

from Sikorsky Aircraft Corporation, Attn: Manager, Commercial Tech Support, 6900 Main Street, Stratford, Connecticut 06614, phone (203) 386-3001, fax (203) 386-5983. This information may be examined at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

#### FOR FURTHER INFORMATION CONTACT:

Terry Fahr, Aviation Safety Engineer, Boston Aircraft Certification Office, 12 New England Executive Park, Burlington, MA 01803, telephone (781) 238-7155, fax (781) 238-7199.

#### SUPPLEMENTARY INFORMATION:

A proposal to amend 14 CFR part 39 to include an AD for Sikorsky Model S76A, B, and C helicopters was published in the **Federal Register** on February 7, 2003 (68 FR 6382). That action proposed to require, within 60 days, determining if discs, part number (P/N) 5014067, are installed. If so, replacing them with discs, P/N 5007672, and re-identifying brake assembly, P/N 5007555 and P/N 5007555-1, as brake assembly P/N 5007555-3, and brake assembly, P/N 5007555-2, as brake assembly, P/N 5007555-4, was proposed to be required within 90 days. The action also proposed to require revising the RFM to adjust the Category A rejected takeoff distance, the Category A landing distance, and the Category B landing distance by multiplying the distance by 1.67 to obtain the corrected distance until the discs are replaced.

Sikorsky has issued Alert Service Bulletin (ASB) No. 76-32-27, dated April 30, 2002, which contains Aircraft Braking Systems Corporation ASB S76-32-A24, dated April 10, 2002; and Sikorsky Aircraft Corporation ASB No. 76-32-28, dated May 17, 2002, which contains Aircraft Braking Systems Corporation ASB S76-32-A25, dated May 15, 2002. The ASBs describe procedures for replacing any non-conforming discs, reidentifying brake assemblies, and revising takeoff and landing distances in the RFM until the discs are replaced.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comment received.

The one commenter, the manufacturer, states that the AD should state that a manufacturer's warranty exists. The commenter states that the service information issued by Aircraft Braking Systems Corporation states that the replacement discs, P/N 5007672, are