

This rule is a final order of the Administrator as defined by Section 1005 of the Federal Aviation Act of 1958, as amended (49 U.S.C. 1485). As such, it is subject to review only by the courts of appeals of the United States, or the United States Court of Appeals for the District of Columbia.

Issued in Seattle, Washington, on April 23, 1981.

Jonathan Howe,

Acting Director, Northwest Region.

[FR Doc. 81-13142 Filed 5-1-81; 8:45 am]

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14 CFR Part 39

[Docket No. 81-SO-14; Amdt. No. 39-4095]

Airworthiness Directives; Piper Model PA-44-180 (Seminole) Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new Airworthiness Directive (AD) which requires the inspection and modification of the nose cone spars on certain Piper Model PA-44-180 airplanes. The AD is prompted by reports of cracks in the nose cone spars in the area of the nose landing gear upper drag brace attach point which could result in malfunction of the nose landing gear.

DATES: Effective April 30, 1981. Compliance required as prescribed in body of AD.

ADDRESSES: The applicable service bulletin may be obtained from Piper Aircraft Corporation, Lock Haven Division, Lock Haven, Pennsylvania 1745, telephone (717) 748-6711.

A copy of the service bulletin is also contained in the Rules Docket, Room 275, Engineering and Manufacturing Branch, FAA, Southern Region, 3400 Normal Berry Drive, East Point, Georgia 30344.

FOR FURTHER INFORMATION CONTACT: Curtis Jackson, ASO-212, Engineering and Manufacturing Branch, FAA, Southern Region, P.O. Box 20636, Atlanta, Georgia 30320, telephone (404) 763-7407.

SUPPLEMENTARY INFORMATION: There have been reports of cracks in the nose cone spars in the area of the nose landing gear upper drag brace attach point on certain Piper PA-44-180 airplanes. This condition, if not corrected, may result in malfunction of the nose landing gear which could cause the loss of the airplane during landing. Since this situation is likely to exist or develop on other airplanes of the same

type design, an Airworthiness Directive is being issued which requires inspection and modification of the nose cone spar on certain Piper PA-44-180 airplanes.

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

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, § 39.13 of Part 39 of the Federal Aviation Regulations (14 CFR 39.13) is amended by adding the following new Airworthiness Directive (AD):

Piper Aircraft Corporation: Model PA-44-180 (Seminole), serial numbers 44-7995001 through 44-8095021, airplanes certified in all categories.

Compliance required as indicated, unless already accomplished. To prevent cracks in the nose cone spars which could result in malfunction of the nose landing gear, accomplish the following:

(a) Within the next 50 hours time in service after the effective date of this AD, visually inspect the nose cone spars for cracks, in accordance with the instructions contained in Part I of Piper Aircraft Corporation Service Bulletin No. 695, dated September 10, 1980. If cracks are found, either modify as described in paragraph (b) below, or replace parts as required by Part I of the Piper Service Bulletin. The required inspection must be accomplished by a person authorized in accordance with FAR Part 43.

(b) Within the next 100 hours time in service after the effective date of this AD, modify the nose cone spars in accordance with Piper Kit P/N 764 080V unless already accomplished.

(c) Make appropriate maintenance record entry.

An equivalent method of compliance may be accomplished if approved by the Chief, Engineering and Manufacturing Branch, FAA, Southern Region.

This amendment becomes effective April 30, 1981.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421, and 1423); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); 14 CFR 11.89)

Note.—The FAA has determined that this regulation is an emergency regulation that is not major under Section 8 of Executive Order 12291. It is impracticable for the agency to follow the procedures of Order 12291 with respect to this rule since the rule must be issued immediately to correct an unsafe condition in aircraft. It has been further determined that this document involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). If this action is subsequently determined to involve a

significant regulation, a final regulatory evaluation or analysis, as appropriate, will be prepared and placed in the regulatory docket (otherwise, an evaluation is not required). A copy of it, when filed, may be obtained by contacting the person identified above under the caption "For Further Information Contact."

Issued in East Point, Georgia, on April 22, 1981.

George R. LaCaille,

Acting Director, Southern Region.

[FR Doc. 81-13175 Filed 5-1-81; 8:45 am]

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14 CFR Part 39

[Docket No. 80-NE-13; Amdt. 39-4099]

Sikorsky S-76A Helicopters Certified in All Categories; Airworthiness Directives

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), 80-14-05, Amendment 39-3817, applicable to S-76A helicopters certificated in all categories. This amendment is required because of a recent in-flight fatigue failure of the main rotor blade tip plate retention bolts and subsequent loss of the tip plate and tip cap, which could result in the loss of a main rotor blade.

This amendment makes mandatory the Accomplishment Instructions of Sikorsky Aircraft Alert Service Bulletin 76-85-23, dated April 16, 1981, which requires replacement of the main rotor blade tip plate retention bolts and subsequent bolt torque inspections.

Investigation of the recent fracture is in progress and revision of this AD can be expected after further investigation.

DATES: Effective date May 7, 1981. Comments must be received on or before June 8, 1981.

ADDRESSES: Send comments on the rule in duplicate to: Federal Aviation Administration, Office of the Regional Counsel, New England Region, Attention: Rules Docket No. 80-NE-13, 12 New England Executive Park, Burlington, Massachusetts 01803.

The applicable service bulletins may be obtained from Sikorsky Aircraft, Division of United Technologies Corporation, Stratford, Connecticut 06602. Copies of the service bulletin are contained in the Rules Docket, Office of the Regional Counsel, New England Region, 12 New England Executive Park, Burlington, Massachusetts 01803.

FOR FURTHER INFORMATION CONTACT: Stephen J. Soltis, Airframe Section, ANE-212, Engineering and Manufacturing Branch, Flight Standards Division, New England Region, Federal Aviation Administration, 12 New England Executive Park, Burlington, Massachusetts 01803; telephone: (617) 273-7336.

SUPPLEMENTARY INFORMATION:

Prior Regulatory History

This notice supersedes Amendment 39-3817, 45 FR 43697, AD 80-14-05, which required inspection and replacement of identified main rotor blade tip plate retention bolts.

Subsequent to issuance of Amendment 39-3817 there has been a report of an in-flight fatigue failure of the main rotor blade tip plate retention bolts and subsequent loss of the tip plate and tip cap. It is suspected that improper tip block/tip plate interface and/or loss of attachment bolt torque may have contributed to the fatigue failure. Since this condition may develop on other helicopters of the same type design and is unrelated to the condition that initiated Amendment 39-3817, an AD is being issued which requires replacement of the main rotor blade tip plate retention bolts and subsequent bolt torque inspections on Sikorsky model S-76A helicopters.

FAA engineering evaluation of this incident and corrective action is continuing and revision of this AD can be expected as additional data becomes available.

Need for Amendment

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

Request for Comments on the Rule

Although this action is in the form of a final rule and was not preceded by notice and public procedure, comments are invited on the rule.

When the comment period ends, the FAA will use the comments submitted, together with other available information, to review the regulation. After the review, if the FAA finds that changes are appropriate, it will initiate rulemaking proceedings to amend the regulation. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in evaluating the effects of the AD and determining whether additional rulemaking is 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.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, Section 39.13 of Part 39 of the Federal Aviation Regulations (14 CFR 39.13) is amended effective May 7, 1981, by superseding Amendment 39-3817 (45 FR 43697), AD 80-14-05, with the following new AD:

Sikorsky Aircraft: Applies to S-76A series helicopters certificated in all categories with P/N 76150-09000 series and P/N 76150-09100-041, -042, -043, main rotor blades. For main rotor blades with 340 or more hours time in service, compliance required within the next 25 hours time in service after the effective date of this AD, unless already accomplished.

For main rotor blades with less than 340 hours time in service on the effective date of this AD, compliance required before the accumulation of 365 hours time in service.

To prevent operation with cracked bolts in the main rotor blade tip plate attachment joint, accomplish the following:

1. In accordance with Sikorsky Alert Service Bulletin No. 76-65-23, dated April 16, 1981, replace the four NAS624H6 bolts which mate the 76150-09030 tip plate assembly with the 76150-09000 or 76150-09100 main rotor blade, per paragraphs D(1) through D(8), and subsequently inspect for torque per paragraph D(9), or an equivalent procedure approved by the Chief, Engineering and Manufacturing Branch, Federal Aviation Administration, New England Region.

2. Report within 24 hours any discrepancies found during the rework and inspections required herein, including motor rotor blade time in service, to the Chief, Engineering and Manufacturing Branch, Federal Aviation Administration, New England Region, 12 New England Executive Park, Burlington, Massachusetts 01803.

Reporting approved by the Office of Management and Budget under OMB No. 04-40174.

The manufacturer's specifications and procedures identified and described in this directive are incorporated herein and made a part hereof pursuant to 5 U.S.C. 552(a)(1). All persons affected by this directive, who have not already received these documents from the manufacturer, may obtain copies upon request to Sikorsky Aircraft, Division of United Technologies Corporation, Stratford, Connecticut 06602. These documents may also be examined at FAA, New England Region, 12 New England Executive Park, Burlington, Massachusetts 01803, and at FAA Headquarters, 800 Independence Avenue, S.W., Washington, D.C.

This amendment becomes effective May 7, 1981.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958, as amended, (49 U.S.C. 1354(a), 1421, and 1423); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); 14 CFR 11.89)

The FAA has determined that this regulation is an emergency regulation that is not major under Section 8 of Executive Order 12291. It is impracticable for the agency to follow the procedures of Order 12291 with respect to this rule since the rule must be issued immediately to correct an unsafe condition in aircraft. It has been further determined that this document involves an emergency regulation under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). If this action is subsequently determined to involve a significant regulation, a final regulatory evaluation or analysis, as appropriate, will be prepared and placed in the regulatory docket (otherwise, an evaluation is not required). A copy of it, when filed, may be obtained by contacting the person identified under the caption "For Further Information Contact."

This rule is a final order of the Administrator under the Federal Aviation Act of 1958, as amended. As such, it is subject to review only by the courts of appeals of the United States, or the United States Court of Appeals for the District of Columbia.

Issued in Burlington, Massachusetts, on April 17, 1981.

Robert E. Whittington,
Director, New England Region.

(FR Doc. 81-13141 Filed 5-1-81; 8:45 am)

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14 CFR Part 39

[Docket No. 81-GL-2-AD; Amdt. No. 39-4102]

**Stewart-Warner (South Wind)
Combustion Heaters Model Series
8240, 8253, 8259, and 8472;
Airworthiness Directives**

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new Airworthiness Directive (AD) which requires inspections and overhaul at specific time intervals on Stewart-Warner Combustion Heater Model Series 8240, 8253, 8259, and 8472 marked as meeting the standards of FAA TSO-C20. This AD is being issued as a result of service experience combustion heaters which included an aircraft fire believed due to an improperly maintained combustion heater.

DATES: Effective May 8, 1981. Compliance schedule—As prescribed in body of AD. Comments related to this amendment must be received on or before May 29, 1981. Depending on the comments received, the requirements of this amendment may be modified.

ADDRESSES: Send written comments in duplicate to Office of Regional Counsel, Federal Aviation Administration, Attention: Rules Docket (AGL-7), Docket No. 81-GL-2-AD, 2300 East Devon Avenue, Des Plaines, Illinois 60018. The applicable manuals may be obtained from: Stewart-Warner, South Wind Division, 1514 Drover Street, Indianapolis, Indiana 46221; telephone 317/632-8411.

A copy of the service information is contained in the Rules Docket, Room 415, 2300 East Devon Avenue, Des Plaines, Illinois 60018.

FOR FURTHER INFORMATION CONTACT: Mr. Norm Martenson, Engineering and Manufacturing Branch, AGL-210, Flight Standards Division, FAA, 2300 East Devon Avenue, Des Plaines, IL 60018, telephone 312/694-7426.

SUPPLEMENTARY INFORMATION: The FAA has determined that insufficient heater inspections have allowed the condition of Stewart-Warner (South Wind) combustion heaters to deteriorate to a level where heater malfunctioning can cause serious safety problems. This determination is based on a review of service difficulty reports and NTSB Safety Recommendation A-80-142 dated January 15, 1981, which recommended issuance of an AD to require periodic inspections on Stewart-Warner combustion heaters. There are heaters in service which have accumulated at least 1,000 hours of operating time and reports have shown more discrepancies to exist in heaters with greater than 1,000 hours of operating time. At least one aircraft fire has been reported and is believed due to an improperly maintained Stewart-Warner (South Wind) heater. The consequences of a heater malfunction can be extremely hazardous, and since these conditions may exist in or develop in other Stewart-Warner (South Wind) combustion heaters of similar design, an AD is being issued which requires periodic maintenance and overhaul of these combustion heaters in accordance with the manufacturer's service manuals.

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

Although this action, which involves requirements affecting immediate flight safety, is in the form of a final rule and thus, was not preceded by notice and public comment, comments are now invited on the rule. When the comment period ends, the FAA will use the

comments submitted, together with other available information, to review the regulation. Public comments are helpful in evaluating the effects of the rule and in determining whether additional rulemaking is needed. Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule.

Adoption of Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, § 39.13 of Part 39 of the Federal Aviation Regulations (14 CFR 39.13) is amended by adding the following new Airworthiness Directive:

Stewart-Warner (South Wind Division):

Applies to Model Series 8240, 8253, 8259, and 8472 marked as meeting the standards of FAA TSO-C20, installed in aircraft certificated in all categories.

Compliance required as indicated. To prevent a hazardous condition caused by deterioration of the combustion heater, accomplish the following:

A. For combustion heaters having 250 hours or more time in service after the effective date of this AD, conduct the 250 hour inspection in accordance with the manufacturer's service manual (see note 2) within the next 50 hours of combustion heater operation, unless already accomplished within the last 200 hours of heater time, and thereafter at intervals not to exceed 250 hours of combustion heater operation. Also, along with the above inspection, a general inspection of the combustion heater installation must also be accomplished including at least the following:

1. Inspect ventilating air and combustion air inlets and exhaust outlet correcting restrictions and insuring attachment security.
2. Inspect drain line and insure it is free of obstruction.
3. Check all fuel lines for security at joints and shrouds, correcting those showing evidence of looseness or leakage.
4. Check all electrical wiring for security at attachment points, correcting conditions leading to arcing, chafing, or looseness.

B. For combustion heaters having 1,000 hours or more time in service after the effective date of this AD, overhaul the combustion heater in accordance with the manufacturer's service manual (see note 2) within the next 50 hours of combustion heater operation, unless already accomplished within the last 950 hours of heater time, and thereafter at intervals not to exceed 1,000 hours of combustion heater operation. An overhaul consists of complete disassembly, cleaning, repair, reassembly and test as outlined in the appropriate service manual.

Note 1.—In complying with this AD, if the owner or operator cannot document combustion heater operating time, the aircraft time must be used.

Note 2.—The following is a list of combustion heaters covered by this AD and the appropriate service manual. Methods of inspection or overhaul other than those

contained in the manufacturer's service manuals must be approved by the Chief, Engineering and Manufacturing Branch, FAA Great Lakes Region.

Model	Service manual number
8240 Series.....	08-908 or P.M. 35710.
8259 Series.....	(Appropriate usage is shown in manual or manual supplements.)
8253 Series.....	P.M. 20688.
8472 Series.....	09-1015.

This amendment becomes effective May 8, 1981.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1421, and 1423); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)); 14 CFR 11.89)

Note.—The Federal Aviation Administration has determined that this document involves a regulation that is not major under the provisions of Executive Order 12291. It has been further determined that this regulation is not significant under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). A copy of the draft regulatory evaluation for this action is contained in the regulatory docket. A copy of it may be obtained by contacting the person identified under the caption "For Further Information Contact." In addition, it has been determined under the criteria of the Regulatory Flexibility Act that this rule, at promulgation, will not have a significant impact on a substantial number of small entities. This determination is based on the minimal costs associated with the required inspections. This rule is a final order of the Administrator under the Federal Aviation Act of 1958, as amended. As such, it is subject to review only by the courts of appeals of the United States, or the United States Court of Appeals for the District of Columbia.

Issued in Des Plaines, Illinois, on April 16, 1981.

Wayne J. Barlow,

Director, Great Lakes Region.

(FR Doc. 81-13340 Filed 5-1-81; 8:45 am)

BILLING CODE 4910-13-M

14 CFR Part 97

[Docket No. 21684; Amdt. No. 1189]

Standard Instrument Approach Procedures; Miscellaneous Amendments

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment establishes, amends, suspends, or revokes Standard Instrument Approach Procedures (SIAPs) for operations at certain airports. These regulatory actions are needed because of the adoption of new or revised criteria, or because of