

AD PROPOSAL WORKSHEET

This worksheet contains informational tips and some examples for filling out the requested information. To view each tip and its corresponding example individually, place your pointer directly in front of the open bracket. To view all the tips and examples simultaneously, or to view them while you complete this worksheet, double-click on the bracketed information box or, from the menu bar, select VIEW and then COMMENTS.

PROPOSED ACTION: *[Place an X on the appropriate line.]*

<p><input type="checkbox"/> Emergency AD</p> <p><input type="checkbox"/> Final Rule; Request for Comments</p> <p><input checked="" type="checkbox"/> Notice of Proposed Rulemaking</p> <p><input type="checkbox"/> Other</p>	<p><i>Is this action one of the following?</i></p> <p><input type="checkbox"/> AD Supersedure (Docket No. _____)</p> <p><input type="checkbox"/> AD Revision (Docket No. _____)</p> <p><input type="checkbox"/> Supplemental NPRM (Docket No. _____)</p>
--	--

(If one of the above is checked, complete Attachment A)

1. Applicability (Make/Model/Component/Part or Serial Number).

AS350 B, BA, BB, B1, B2, B3, D and EC130 B4, pre-MOD 073239
 Fuel Bleed Lever, P/N: 350A55104320

2. Responsible Engineer:

Name/Branch (Office): Ed Cuevas / ASW-112
 Telephone: 817-222-5355
 Fax: 817-222-5961

3. Directorate Project Officer:

Name/Title/Branch: Gary B. Roach / Aviation Safety Engineer / ASW-111

4. What will this AD require? What is the initial compliance? How often or at what intervals should those actions be accomplished?

This AD requires the fuel bleed lever to be removed and modified in compliance with the instructions described in paragraphs 2.B and 2.C of the referenced Alert Service Bulletin no later than within 6 months of receipt of this AD for the EC130 aircraft, and no later than within 100 flying hours or 6 months of receipt of this AD (whichever limit is reached first) for the AS350 aircraft.

Before installation on an aircraft of a fuel bleed lever held as spares, comply with the instructions described in paragraphs 2.B and 2.C of the referenced Alert Safety Bulletin for the AS350 and EC130 aircraft.

5. List service information (if any) that pertains to the subject of this AD. Attach an original or photo ready copy of that service information to this worksheet.

Eurocopter Alert Service Bulletin No. 28.00.16 and 28A001 dated March 3, 2004

6. Is Incorporation by Reference (IBR) necessary to accomplish the procedures in this AD? If yes, specify which paragraphs from the service bulletin to use.

Yes, paragraphs 2.B and 2.C of referenced Alert Service Bulletins

7. If IBR is not necessary, write specific accomplishment instructions and, if necessary, attach photo ready drawings, diagrams, or tables needed to explain procedures or differences from the service instructions.

N/A

8. What are the terminating actions for the requirements of this AD?

Modify old P/N: 350A55104320 fuel bleed lever to new P/N: 350A08254720 fuel bleed lever

9. If this AD is considered interim action, is the manufacturer developing terminating action? What is the source of your information?

AD addresses final action, no interim action.

10. What is the unsafe condition AND its cause?

There have been some cases of loss of the fuel bleed lever in flight. If the tension of the control cable is too low, the cable may come out of its notch due to vibration, resulting in the fuel bleed lever detachment from the hinge and loss during flight.

11. What is the end-level effect on the helicopter if the unsafe condition is not detected/corrected?

The fuel bleed lever may become released from the aircraft during flight and strike the tail rotor blades resulting in damage to or loss of a blade. A damaged blade may create very high vibrations and loss of a blade may result in loss of control of the helicopter.

12. If this action relates to a non-U.S. product, has the foreign civil airworthiness authority (FCAA) issued a parallel AD? If not, explain. If yes, provide the following information and a copy of the MCAI:

FCAA AD Number: F-2004-033 and F-2004-034

Date of issuance: March 17, 2004

13. What are the differences between the manufacturer's service information, other ADs (foreign or U.S.), and the requirements of this AD? For example, does the compliance time of this AD action differ from that recommended in the referenced service information? If so, explain these differences and the reasons for each.

No differences

14. If there is a reporting requirement in this AD, what office should receive the response?

No reporting required

15. If this action is related to an NTSB safety recommendation, attach a copy of that recommendation and the FAA response.

No NTSB safety recommendation

16. If replacement parts are **required**, are they available for all aircraft? Indicate your source for obtaining this information (name, organization, phone number).

No replacement parts are required

17. Number of helicopters/products that will be affected? *(Use numerical figures)*

43/581 Domestic (EC 130/AS 350)

90/2391 Worldwide (including domestic) (EC 130/AS 350)

18. For the economic analysis, answer the following questions. Be as specific as possible.

a. How many hours will it take to perform each action? List each required action separately (for example, give total hours for an inspection, then total hours for a modification, etc).

One hour to remove, modify and reinstall the fuel bleed lever

b. What is the total cost for each replacement part required for this AD? Has the manufacturer given any warranty considerations? If yes, where is that information stated? Will the warranty cover costs for parts, labor, or both?

\$65.00/part, i.e., cost of one-man hour to remove, modify and reinstall part
Cost of consumable materials, about \$300.00

c. What is the cost of termination action, if any?

\$365.00 per helicopter

d. Does this AD require a one-time inspection or repetitive inspections? If repetitive, how many inspections do you anticipate per year? (If the inspections are based on hours TIS, assume 200 hours per year for Part 91 operators and 600 hours per year for commercial operators (133, 135, 137).

No inspections required, only a one time rework/modification of the fuel bleed lever

e. What rationale or assumptions were used for determining the cost impact?

One man-hour per aircraft and \$300.00 consumable materials

19. Should a special flight permit be permitted?

- Permitted
- Permitted with limitations (*List the limitations.*)
- Prohibited

20. If this is an Emergency AD, in general, how is the product utilized?

- | | | |
|---|---------------------------------------|---------------------------------------|
| <input type="checkbox"/> External Loads (Logging) | <input type="checkbox"/> Firefighting | Other <input type="checkbox"/> Police |
| <input type="checkbox"/> Offshore Support | <input type="checkbox"/> Agriculture | |
| <input checked="" type="checkbox"/> Air Ambulance | <input type="checkbox"/> Airtaxi | |

21. Do you have reason to believe that this action would be considered "sensitive?" If yes, explain below.

Not sensitive

22. Indicate Yes or No to the following questions:

- No Are other Directorates involved in any similar actions?
- No Does this action affect the Presidential fleet?
- No Does this action affect the FAA fleet?
- No Have the proposed procedures been verified (i.e., by MIDO, AEG, FSDO)?
- No Does this AD affect intrastate aviation in Alaska?
- N/A If so, are regulatory distinctions appropriate to accommodate the extent to which Alaska is not served by transportation modes other than aviation?

23. Check each category that describes the cause of the unsafe condition addressed by this AD:

- Design Problem
- Maintenance
- Unapproved Parts
- Other
- Quality Control Problem

24. If this is a QC problem, notify the MIDO. Indicate your point-of-contact, their phone number, and date of conversation, or include a copy of cc:Mail message regarding this action. List the enforcement status and EIR Number, if applicable.

Not a QC problem

AD Economic Evaluation

Docket No: FAA-2004-19038

Helicopter Models: Eurocopter France Model AS350B, BA, B1, B2, B3, C, D, D1, and EC130 B4 Helicopters

Number of Helicopters (U.S. Operators): 624 total both models

The Airworthiness Directive requires removing and modifying the fuel bleed lever.

- Take about 1 work hour per helicopter to modify the fuel bleed lever at an average labor rate of \$65 per work hour.

Based on these figures, we estimate the total cost impact of the proposed AD on U.S. operators would be \$227,760

Costs:

Parts per Helicopter (Consumable costs)	\$	300
Labor per Helicopter (1 work hours x \$65/hour)	\$	65
Other (Explain)	\$	
<hr/>		
Total Cost per Helicopter	\$	365
Total Fleet Cost (624 x \$365.00)	\$	227,760

Executive Order 12866:

Could the AD be considered a “significant regulatory action?” Yes () No (X)

DOT Regulatory Policies and Procedures:

Is the AD significant? Yes () Explain Below No (X)

Regulatory Flexibility Act:

Will the AD have a significant economic impact on a substantial number of small entities? Yes () No (X)

Project Engineer: Ed Cuevas

Office Symbol: ASW-112

Signature Section

Signature indicates concurrence with proposed action.

Edwin Cuevas
Responsible Engineer

5/27/2004
Date

ACO Manager (n/a if MCAI)

Date

Project Officer

Date