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[Page 36804-36807]  
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## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

#### **14 CFR Part 39**

**[Docket No. 2002-NE-07-AD; Amendment 39-12760; AD 2002-10-14]**

**RIN 2120-AA64**

### **Airworthiness Directives; Bombardier-Rotax GmbH 914 F Series Reciprocating Engines**

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

**ACTION:** Final rule; request for comments.

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**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that is applicable to Bombardier-Rotax GmbH 914 F series reciprocating engines. This action requires initial and repetitive inspections of certain exhaust bend assemblies, which are located between the cylinder heads and exhaust manifold assembly. This amendment is prompted by reports of cracks found in exhaust bend assemblies. The actions specified in this AD are intended to prevent carbon monoxide from entering the cabin and also to prevent the possibility of an engine fire.

**DATES:** Effective June 12, 2002.

Comments for inclusion in the Rules Docket must be received on or before July 29, 2002.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 2002-NE-07-AD, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may be inspected at this location, by appointment, between 8 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays. Comments may also be sent via the Internet using the following address: "[9-ane-adcomment@faa.gov](mailto:9-ane-adcomment@faa.gov)". Comments sent via the Internet must contain the docket number in the subject line.

Information regarding this action may be examined, by appointment, at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA.

**FOR FURTHER INFORMATION CONTACT:** James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299.

**SUPPLEMENTARY INFORMATION:** Austro Control, which is the airworthiness authority for Austria, recently notified the FAA that an unsafe condition may exist on Bombardier-Rotax GmbH 914 F series reciprocating engines. Austro Control advises that cracks found in exhaust bend assemblies, which are located between the cylinder heads and exhaust manifold assembly have been detected in service. Bombardier-Rotax GmbH is continuing to evaluate the unsafe condition and may implement a design change as terminating action.

### **Bilateral Airworthiness Agreement**

This engine model is manufactured in Austria and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, Austro Control has kept the FAA informed of the situation described above. The FAA has examined the findings of Austro Control, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

### **FAA's Determination of an Unsafe Condition and Required Actions**

Since an unsafe condition has been identified that is likely to exist or develop on other Bombardier-Rotax GmbH 914 F series reciprocating engines of the same type design, this AD is being issued to prevent carbon monoxide from entering the cabin, and also to prevent the possibility of an engine fire. This AD requires initial and repetitive inspections of exhaust bend assemblies part numbers (P/N's) 979422, 979432, 979442, and 979452, which are located between the cylinder heads and exhaust manifold assembly, for exterior traces of smoke, cracks, and damage.

### **Immediate Adoption of This AD**

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.

### **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, both before and after the closing date for comments, 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 comments submitted in response to this action must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 2002-NE-07-AD." The postcard will be date stamped and returned to the commenter.

## **Regulatory Analysis**

This final rule does not have federalism implications, as defined in Executive Order 13132, because it would 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. Accordingly, the FAA has not consulted with state authorities prior to publication of this final rule.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and 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, Safety.

## **Adoption of the Amendment**

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (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 the following new airworthiness directive:

# AIRWORTHINESS DIRECTIVE



Aircraft Certification Service  
Washington, DC

U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

*We post ADs on the internet at "[www.airweb.faa.gov/rgl](http://www.airweb.faa.gov/rgl)"*

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

**2002-10-14 Bombardier-Rotax GmbH:** Amendment 39-12760. Docket No. 2002-NE-07-AD.

## Applicability

This airworthiness directive (AD) is applicable to Bombardier-Rotax GmbH 914 F series reciprocating engines with exhaust bend assemblies part numbers (P/N's) 979422, 979432, 979442, and 979452 installed. These engines are installed on, but not limited to, Aeromot-Industria Mecanico Metalurgica, AMT-300 (Turbo Ximango Shark), Diamond Aircraft Industries, HK 36 TTS, HK 36 TTC, HK 36 TTC-ECO, and Stemme GmbH & Co. KG, S10-VT, Series Powered Sailplanes.

**Note 1:** This AD applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

## Compliance

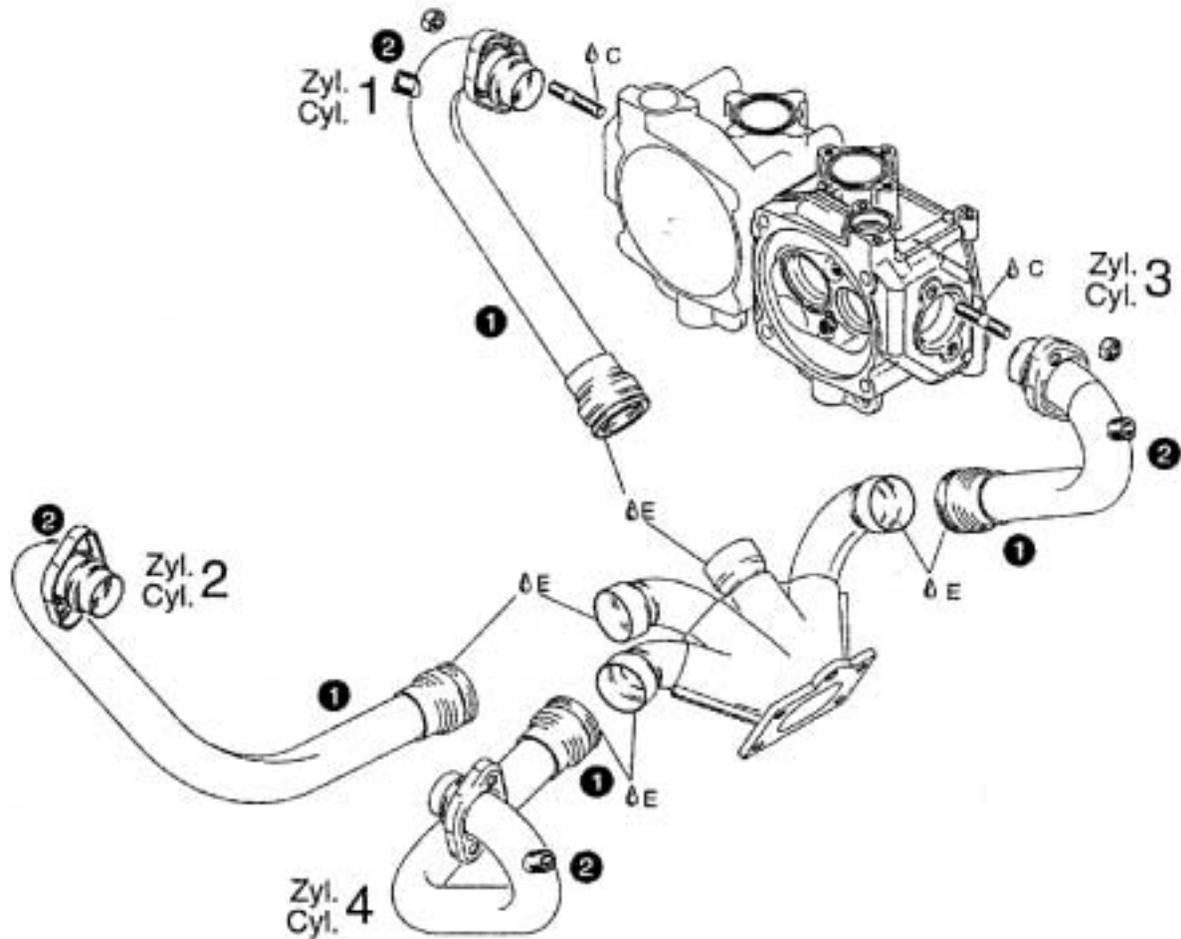
Compliance with this AD is required as indicated, unless already done.

To prevent carbon monoxide from entering the cabin, and also to prevent the possibility of an engine fire, do the following:

## Initial Inspection

(a) Within 50 hours time-in-service (TIS) after the effective date of this AD, visually inspect the exhaust bend assemblies (item 1, Figure 1, of this AD), located between the cylinder heads and exhaust manifold assembly, for exterior traces of smoke, cracks, and damage, especially around the exhaust gas temperature (EGT) bosses (item 2). Replace any exhaust bend assembly found cracked. Figure 1 follows:

**BILLING CODE 4910-13-P**



- 1) Exhaust Bend Assembly
- 2) EGT Boss

**Figure 1**

**BILLING CODE 4910-13-C**

**Note 2:** Information concerning this inspection can be found in Bombardier-Rotax service bulletin No. SB-914-017, dated May 2001.

**Repetitive Inspections**

(b) Thereafter, inspect the exhaust bend assemblies every additional 50 hours TIS. Replace any exhaust manifold assembly found cracked.

(c) If any exhaust bend assembly is replaced, perform a ground test run and exhaust leakage test.

## **Alternative Methods of Compliance**

(d) 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, Engine Certification Office (ECO). Operators must submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, ECO.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the ECO.

## **Special Flight Permits**

(e) 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 done.

**Note 4:** The subject of this AD is addressed in Austro Control airworthiness directive No. 106, dated April 25, 2001.

## **Effective Date**

(f) This amendment becomes effective on June 12, 2002.

Issued in Burlington, Massachusetts, on May 16, 2002.

Peter A. White,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 02-13186 Filed 5-24-02; 8:45 am]

BILLING CODE 4910-13-P