

**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:

#### **AD 98-08-13 Eurocopter France:**

Amendment 39-10462. Docket No. 97-SW-27-AD.

**Applicability:** Model SA 330F, G, and J helicopters with tail rotor head pitch change spider arm (spider arm), part number (P/N) 330A330104.20 or .21, or 332A330039.20 or .21, installed and Model AS 332C, L, L1, and L2 helicopters with spider arm, P/N 332A330039.20 or .21 installed, certificated in any category.

**Note 1:** This AD applies to each helicopter 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 helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (e) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent failure of a spider arm, loss of control of the tail rotor blade, and subsequent loss of control of the helicopter, accomplish paragraphs (a) through (d) in accordance with the specified paragraphs of Eurocopter France Service Bulletin No. 01.52 R1, Revision No. 1, for Model SA 330 helicopters, or Eurocopter France AS 332 Service Bulletin No. 01.00.43, Revision No. 1, for Model AS 332 helicopters, both dated February 14, 1996:

(a) Prior to the first flight of each day, inspect the root of each of the spider arms for cracks in accordance with paragraph 1.C.1) of the applicable service bulletin.

(b) Within 250 hours time-in-service (TIS), or prior to the installation of a replacement spider arm, whichever occurs earlier, disassemble the tail rotor head and inspect each spider arm for cracks and fretting corrosion in accordance with Paragraph 2.B of the Accomplishment Instructions of the applicable service bulletin. The inspections in paragraph (a) of this AD are no longer required after accomplishment of the inspection specified in this paragraph.

(c) If any crack is found, replace the spider arm with an airworthy spider arm in accordance with Paragraph 2.B.1)b)1) of the Accomplishment Instructions of the applicable service bulletin. Replacement of a cracked spider arm with an airworthy spider arm constitutes terminating action for the requirements of this AD.

**Note 2:** Care should be taken to ensure that Revision 1 of the referenced service bulletins is used to set the shim thickness when attaching the spider arm upon reassembly. Operators who have complied with the initial release of the referenced service bulletins and not with Revision 1 of the service bulletins will not be in compliance with this AD.

(d) If fretting corrosion is found as a result of the inspection in paragraph (b) of this AD, either repair the fretting corrosion in accordance with paragraph 2.B.1)b)2) of the Accomplishment Instructions of the applicable service bulletin; or, if the fretting corrosion is not repairable in accordance with the applicable service bulletin, replace the spider arm with an airworthy spider arm in accordance with paragraph 2.B of the Accomplishment Instructions of the applicable service bulletin. Repair of fretting corrosion in accordance with this paragraph or replacement of the spider arm with an airworthy spider arm in accordance with the applicable service bulletin constitutes terminating action for the requirements of this AD.

(e) Installation of a spider that has been modified in accordance with MOD 330A07-66131 (for Model SA 330F, G, and J helicopters), or AMS 332A07-66151 (for Model AS 332C, L, L1, and L2 helicopters) constitutes a terminating action for the requirements of this AD.

(f) 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, Rotorcraft Standards Staff, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Standards Staff.

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

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

(h) The inspections and replacements shall be done in accordance with Eurocopter France SA 330 Service Bulletin (SB) No. 01.52 R1, Revision No. 1, for Model SA 330 helicopters, or Eurocopter France AS 330 SB No. 01.00.43, Revision No. 1, for Model AS 332 helicopters, both dated February 14, 1996. 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 American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005, telephone (972) 641-3460, fax (972) 641-3527. Copies may be inspected 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.

(i) This amendment becomes effective on April 27, 1998.

**Note 4:** The subject of this AD is addressed in Direction Generale De L'Aviation Civile

(France) AD 95-262-056(B)R1 for the model AS 332 helicopters, and AD 95-263-073(B)R1 for the Model SA 330 helicopters, both dated April 10, 1996.

Issued in Fort Worth, Texas, on April 3, 1998.

**Henry A. Armstrong,**

*Manager, Rotorcraft Directorate, Aircraft Certification Service.*

[FR Doc. 98-9477 Filed 4-9-98; 8:45 am]

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## **DEPARTMENT OF TRANSPORTATION**

### **Federal Aviation Administration**

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

[Docket No. 97-SW-21-AD; Amendment 39-10463; AD 98-08-14]

RIN 2120-AA64

#### **Airworthiness Directives; Eurocopter France Model SA 365N, N1 and AS 365N2 Helicopters**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) applicable to Eurocopter France (Eurocopter) Model SA-365N, N1 and AS-365N2 helicopters that requires inspections of the main gearbox suspension diagonal cross-member (diagonal cross-member) for cracks, and removal of the diagonal cross-member and replacement with an airworthy diagonal cross-member if any crack is found. This amendment is prompted by several reports of the discovery of cracks in diagonal cross-members. The actions specified by this AD are intended to prevent failure of the diagonal cross-member which could cause the main gearbox to pivot, resulting in severe vibrations and a subsequent forced landing.

**EFFECTIVE DATE:** May 15, 1998.

**FOR FURTHER INFORMATION CONTACT:** Mr. Mike Mathias, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5123, fax (817) 222-5961.

**SUPPLEMENTARY INFORMATION:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to Eurocopter Model SA-365N, N1 and AS-365N2 helicopters was published in the **Federal Register** on December 9, 1997 (62 FR 64785). That action proposed to require inspections of the diagonal cross-member for cracks, and to remove

any diagonal cross-member and to replace it with an airworthy diagonal cross-member if any crack is found.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of the rule as proposed with the exception of some editorial changes. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

The FAA estimates that 47 helicopters of U.S. registry will be affected by this AD, that it will take approximately one work hour per helicopter to inspect the diagonal cross-member and 10 work hours per helicopter to replace the diagonal cross-member, if necessary, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$9,950. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$498,670, assuming one inspection per helicopter, and replacement of a diagonal cross-member on each helicopter.

The regulations adopted herein will not have substantial direct effects 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, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action and it is contained in the Rules Docket. A copy of it 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 a new airworthiness directive to read as follows:

##### AD 98-08-14 Eurocopter France:

Amendment 39-10463. Docket No. 97-SW-21-AD.

**Applicability:** Model SA-365N, N1, and AS-365N2 helicopter with main gearbox suspension diagonal cross-member (diagonal cross-member), part number (P/N) 365A38-3023-20, -21, -23, or -24, installed, certificated in any category.

**Note 1:** This AD applies to each helicopter 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 helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (d) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent failure of the diagonal cross-member, which could cause the main gearbox to pivot, resulting in severe vibrations and a subsequent forced landing, accomplish the following:

(a) For Model SA-365N and N1 helicopters, prior to the accumulation of 50,000 operating cycles; and for Model AS-365N2 helicopters, prior to the accumulation of 30,000 operating cycles:

**Note 2:** The Master Service Recommendations and the flight log contain accepted procedures that are used to determine the cumulative operating cycles on the rotorcraft.

(1) Inspect the diagonal cross-member for cracks in the area of the center bore hole, using a borescope with a 90° angle drive, or a video assembly with optical fiber illumination, or any other appropriate device that makes it possible to visually inspect the center area of the part.

(2) Repeat the inspection required by paragraph (a)(1) of this AD at intervals not to exceed 500 operating cycles, or 100 hours time-in-service, whichever occurs first.

(b) If any crack is found as a result of the inspections required by paragraphs (a)(1) or (a)(2) of this AD, remove the diagonal cross-member and replace it with an airworthy diagonal cross-member.

(c) Installation of modification MOD 073880 that installs a diagonal cross-member, P/N 356A38-3062-20, constitutes a terminating action for the requirements of this AD.

(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, Rotorcraft Standards Staff, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Standards Staff.

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

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

(f) This amendment becomes effective on May 15, 1998.

**Note 4:** The subject of this AD is addressed in Direction Generale De L'Aviation Civile (France) AD 97-093-041(AB)R1, dated July 30, 1997.

Issued in Fort Worth, Texas, on April 3, 1998.

**Henry A. Armstrong,**

*Manager, Rotorcraft Directorate, Aircraft Certification Service.*

[FR Doc. 98-9476 Filed 4-9-98; 8:45 am]

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#### DEPARTMENT OF TRANSPORTATION

#### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-SW-08-AD; Amendment 39-10461; AD 98-04-12]

RIN 2120-AA64

#### Airworthiness Directives; Robinson Helicopter Company Model R44 Helicopters

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

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

**SUMMARY:** This document publishes in the **Federal Register** an amendment adopting Airworthiness Directive (AD) 98-04-12 which was sent previously to all known U.S. owners and operators of Robinson Helicopter Company (RHC)