

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-321-AD; Amendment 39-10444; AD 98-12-17]

RIN 2120-AA64

Airworthiness Directives; British Aerospace Model Viscount 744, 745, 745D, and 810 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This document confirms the effective date of a direct final rule published on April 2, 1998, which adopted a new airworthiness directive (AD) that is applicable to all British Aerospace Model Viscount 744, 745, 745D, and 810 series airplanes. This amendment requires repetitive inspections to detect cracking and corrosion of components of the engine nacelle subframe structure, and corrective action, if necessary; and replacement of any component that has reached its life limit (safe life) with a new or serviceable component. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified in this AD are intended to ensure periodic replacement of certain engine nacelle subframe components that have reached their maximum life limits. Cracking and corrosion of these components, if not detected and corrected in a timely manner, could result in reduced structural integrity of the engine nacelle subframe structure, separation of the engine from the airframe, and reduced controllability of the airplane.

EFFECTIVE DATE: The direct final rule published at 63 FR 16111 is effective on July 1, 1998.

FOR FURTHER INFORMATION CONTACT: Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with request for comments in the **Federal Register** on April 2, 1998 (63 FR 16111). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA anticipates that there will be no adverse public comment. This direct final rule

advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, was received within the comment period, the regulation would become effective on July 1, 1998. No adverse comments were received, and thus this document confirms that this final rule will become effective on that date, with the airworthiness directive (AD) number shown at the beginning of this document.

Issued in Renton, Washington, on June 2, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-15133 Filed 6-8-98; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-SW-07-AD; Amendment 39-10571; AD 98-12-15]

RIN 2120-AA64

Airworthiness Directives; Eurocopter France Model AS 332C, L, L1, and L2 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to Eurocopter France Model AS 332C, L, L1, and L2 helicopters that requires visually inspecting the intermediate gearbox-to-structure attachment stirrup (stirrup) front tabs for cracks, and if a crack is discovered, removing the intermediate gearbox and replacing it with an airworthy intermediate gearbox; and inspecting for the conformity of the attachment parts. This amendment is prompted by five reports of failure of the two stirrup tabs. The actions specified by this AD are intended to prevent failure of the intermediate gearbox stirrup front tabs, loss of anti-torque drive, and subsequent loss of control of the helicopter.

DATES: Effective July 14, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 14, 1998.

ADDRESSES: The service information referenced in this AD may be obtained from American Eurocopter Corporation,

2701 Forum Drive, Grand Prairie, Texas 75053-4005. 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: Mr. Scott Horn, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5125, 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 France Model AS 332C, L, L1, and L2 helicopters was published in the **Federal Register** on April 7, 1998 (63 FR 16916). That action proposed to require visually inspecting the stirrup front tabs for cracks, and if a crack is discovered, removing the intermediate gearbox and replacing it with an airworthy intermediate gearbox; and inspecting for the conformity of the attachment parts.

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 except for an editorial change in the "Applicability" section of the AD where the word "and" has been changed to "or." This change is to make it clear that this AD applies to the affected model helicopters when either of the three part numbers is installed. The FAA has determined that this change will neither increase the economic burden on an operator nor increase the scope of the AD.

The FAA estimates that 4 helicopters of U.S. registry will be affected by this AD, that it will take approximately 0.25 work hours to inspect the tabs, and 3 work hours to inspect for conformity, and that the average labor rate is \$60 per work hour. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$780.

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, Incorporation by reference, 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 98-12-15 Eurocopter France:

Amendment 39-10571. Docket No. 98-SW-07-AD.

Applicability: Model AS 332C, L, L1, and L2 helicopters, with intermediate gearboxes (IGB), part numbers (P/N) 332A35-0002 all dash numbers, 332A35-0010 all dash numbers, or 332A35-0011-01, installed, except those IGBs modified in accordance with MOD 0761049 or MOD 0761050, 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 (c) 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 IGB-to-structure attachment stirrup (stirrup) front tabs, loss of anti-torque drive, and subsequent loss of control of the helicopter, accomplish the following:

(a) Before the first flight of each day, perform a visual inspection of the stirrup front tabs for cracks in accordance with paragraph 2.B.1) of the Accomplishment Instructions in Eurocopter France AS 332 Service Bulletin 01.00.47, Revision No. 1, dated September 10, 1997 (SB). If a crack is found, remove the IGB and replace it with an airworthy IGB before further flight. Completion of the conformity procedure contained in paragraph 2.B.2.1.3) of the SB is terminating action for the requirement of this AD to inspect for cracks prior to the first flight of each day.

(b) Within 100 hours time-in-service (TIS), inspect the two front attaching assemblies securing the stirrup of the IGB to the angle bracket of the structure (attachment assembly) for thickness of the stirrup front tabs in accordance with paragraph 2.B.2) of the SB.

(1) If the attachment assembly meets the conformity requirements of either paragraph 2.B.2.1.1) or 2.B.2.1.2) of the SB, reassemble the attachment assembly in accordance with paragraph 2.B.2.1.3) of the SB.

(2) If the attachment assembly does not meet the conformity requirements of either paragraph 2.B.2.1.1) or 2.B.2.1.2) of the SB, replace it with an attachment assembly which does meet the conformity requirements of either of those paragraphs. Install the attachment assembly hardware in accordance with 2.B.2.1.3) of the SB.

(3) If a crack is discovered in the stirrup front tabs as a result of the conformity inspection, remove the IGB and replace it with an airworthy IGB before further flight.

(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, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff. 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 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Standards Staff.

(d) 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.

(e) The inspections and replacement, if necessary, shall be done in accordance with Eurocopter France AS 332 Service Bulletin 01.00.47, Revision No. 1, dated September 10, 1997. 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. 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.

(f) This amendment becomes effective on July 14, 1998.

Note 3: The subject of this AD is addressed in Direction Generale De L'Aviation Civile (France) AD 96-263-060(AB)R1 for Eurocopter France (ECF) Model AS 332C, L, and L1 helicopters, and AD 96-262-004(AB)R1 for ECF Model AS 332L2 helicopters, both dated November 5, 1997.

Issued in Fort Worth, Texas, on May 29, 1998.

Henry A. Armstrong,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 98-15124 Filed 6-8-98; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-SW-07-AD; Amendment 39-10572; AD 98-12-16]

RIN 2120-AA64

Airworthiness Directives; Eurocopter France Model SA 330F, G, and J Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to Eurocopter France Model SA 330F, G, and J helicopters that requires visually inspecting the intermediate gearbox (IGB) fairing safety stop (safety stop) for cracks, crazing, or edge wear, and if a crack, crazing, or edge wear exceeds the established limits, replacing the safety stop; and, inspecting to ensure that the inclined drive shaft fairing hinge pin is properly locked. A terminating action is provided in the AD by installing an additional safety stop on the IGB fairing. This amendment is prompted by one report of an accident involving the loss of the inclined drive shaft fairing. The actions specified by this AD are intended to prevent loss of the inclined drive shaft fairing, impact with the tail rotor, and subsequent loss of control of the helicopter.

DATES: Effective July 14, 1998.

The incorporation by reference of certain publications listed in the