

# Rules and Regulations

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97-SW-22-AD; Amendment 39-10211; AD 97-24-04]

RIN 2120-AA64

#### Airworthiness Directives; Eurocopter France (Eurocopter) Model SE 3130, SE 313B, SA 3180, SA 318B, and SA 318C Helicopters

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

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

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that is applicable to Eurocopter Model SE 3130, SE 313B, SA 3180, SA 318B, and SA 318C helicopters. This action requires a visual inspection of the main rotor blade reinforcement strips for debonding between the reinforcement strips of the blade; and a visual inspection of the main rotor blade (blade) skin for cracks or corrosion, and replacement of the blade with an airworthy blade if certain debonding or a crack or corrosion is found. This amendment is prompted by an accident in which a blade separated in flight. The actions specified in this AD are intended to detect debonding, cracks, or corrosion in the affected blades and to prevent failure of a blade and subsequent loss of control of the helicopter.

**DATES:** Effective December 8, 1997.

Comments for inclusion in the Rules Docket must be received on or before January 20, 1998.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of Regional Counsel, Southwest Region, Attention: Rules Docket No. 97-SW-22-

AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

**FOR FURTHER INFORMATION CONTACT:** Mr. Richard Monschke, Aerospace Engineer, Rotorcraft Standards Staff, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5116, fax (817) 222-5961.

**SUPPLEMENTARY INFORMATION:** The Direction General De L'Aviation Civile (DGAC), which is the airworthiness authority for France, recently notified the FAA that an unsafe condition may exist on Eurocopter Model SE 3130, SE 313B, SA 3180, SA 318B, and SA 318C helicopters with part number (P/N) 3130-S-11-10000, 3130-S-11-20000, or 3130-S-11-30000 main rotor blades installed. The DGAC advises that fatigue cracks, initiated by skin debonding or skin corrosion in the area of the reinforcement strip, may develop in the blade skin near the blade root, resulting in failure of the blade in flight and subsequent loss of control of the helicopter.

Eurocopter France has issued Eurocopter Telex Service 0033/00169/97, dated June 18, 1997, which specifies visual inspections of the blade root skin and reinforcement strip for bonding separation, and replacement of the blade with an airworthy blade if bonding separation is found; and a visual inspection of the blade root skin for cracks and corrosion, and replacement of the blade with an airworthy blade if cracks or corrosion are found. The DGAC classified this Telex Service as mandatory and issued AD 97-135-055(B) in order to assure the continued airworthiness of these helicopters in France.

This helicopter model is manufactured in France 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, the DGAC has kept the FAA informed of the situation described above. The FAA has examined the findings of the DGAC, 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.

Since an unsafe condition has been identified that is likely to exist or

develop on other Eurocopter Model SE 3130, SE 313B, SA 3180, SA 318B, and SA 318C helicopters of the same type design registered in the United States, this AD is being issued to detect debonding, cracks, or corrosion in the affected blades and to prevent failure of a blade and subsequent loss of control of the helicopter. This AD requires a visual inspection in the area extending 5 mm (0.200 inch) from the strip reinforcing the inboard edge of the blade as shown in Figure 1 for debonding between the main rotor blade skin and reinforcement strip, and replacement of the main rotor blade with an airworthy blade if debonding is found; a visual inspection for debonding between the blade and the reinforcement strip on the leading edge of the blade that covers the blade spar, and replacement with an airworthy blade if debonding is present for more than 0.750 inch<sup>2</sup> (500 mm<sup>2</sup>); and a visual inspection of the main rotor blade skin for cracks and corrosion, and replacement with an airworthy blade if any crack or corrosion is found.

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 rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 97-SW-22-AD." The postcard will be date stamped and returned to the commenter.

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.

The FAA has determined that this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, and that it 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 a new airworthiness directive to read as follows:

**97-24-04 Eurocopter France:** Amendment 39-10211. Docket No. 97-SW-22-AD.

**Applicability:** Model SE 3130, SE 313B, SA 3180, SA 318B, and SA 318C helicopters with part number (P/N) 3130-S-11-10000, 3130-S-11-20000, or 3130-S-11-30000 main rotor blades, 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 (b) 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 detect debonding, cracks, or corrosion in the affected blades and to prevent failure of a main rotor blade (blade) and subsequent loss of control of the helicopter, accomplish the following:

(a) Before further flight, and thereafter at intervals not to exceed 25 hours time-in-service, for part number (P/N) 3130-S-11-10000, 3130-S-11-20000, or 3130-S-11-30000, visually inspect:

(1) For debonding in the area extending 5 mm (0.200 inch) from the strip reinforcing the inboard edge of the blade as shown in Figure 1. If there is any debonding of the reinforcement strip, replace the blade with an airworthy blade.

(2) For debonding between the blade and the reinforcement strip on the leading edge of the blade that covers the blade spar. If debonding is present for more than 0.750 inches<sup>2</sup> (500 mm<sup>2</sup>) at any point on the blade, replace the blade with an airworthy blade.

(3) For cracks in the blade skin in the first 12 inches (300 mm) of the blade measured from the root reinforcement strip using a 3× or higher magnifying glass. If any crack is found, replace the blade with an airworthy blade.

(4) For corrosion in the blade skin in the first 12 inches (300 mm) of the blade measured from the root reinforcement strip. If any corrosion is found, replace the blade with an airworthy blade.

(b) 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.

(c) Special flight permits are prohibited.

(d) This amendment becomes effective on December 8, 1997.

**Note 3:** The subject of this AD is addressed in Direction General De L'Aviation Civile (France) AD 97-135-055(B), dated June 20, 1997.

BILLING CODE 4910-13-U

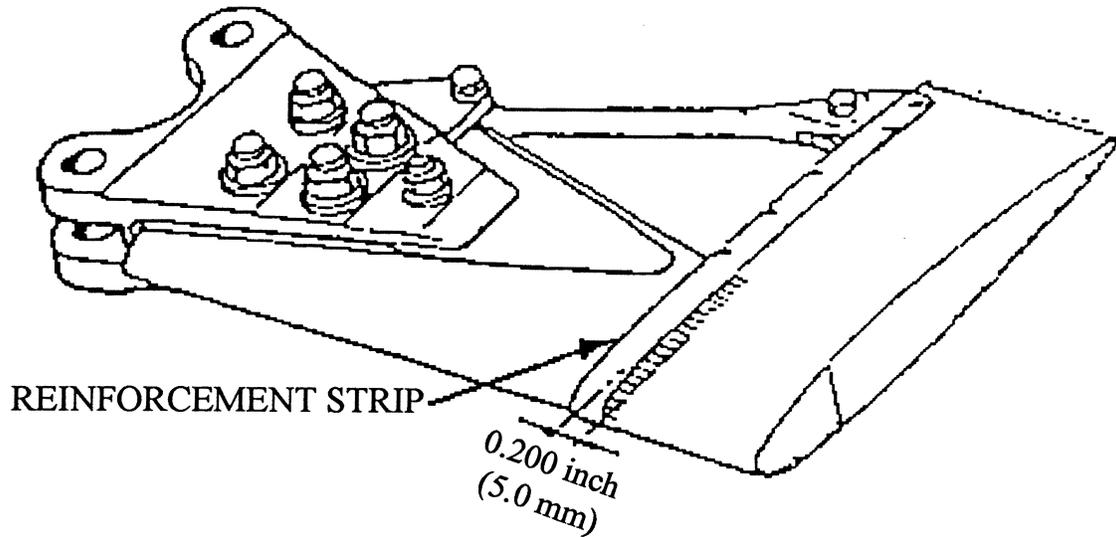


Figure 1

BILLING CODE 4910-13-C

Issued in Fort Worth, Texas, on November 14, 1997.

**Eric Bries,**

*Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.*

[FR Doc. 97-30603 Filed 11-20-97; 8:45 am]

BILLING CODE 4910-13-U

**DEPARTMENT OF HEALTH AND HUMAN SERVICES**

**Food and Drug Administration**

**21 CFR Parts 510 and 522**

**New Animal Drugs; Change of Sponsor**

**AGENCY:** Food and Drug Administration, HHS.

**ACTION:** Final rule.

**SUMMARY:** The Food and Drug Administration (FDA) is amending the animal drug regulations to reflect a change of sponsor for an approved new animal drug application (NADA) from Schering-Plough Animal Health Corp. to Sioux Biochemical, Inc.

**EFFECTIVE DATE:** November 21, 1997.

**FOR FURTHER INFORMATION CONTACT:**

Thomas J. McKay, Center for Veterinary Medicine (HFV-102), Food and Drug Administration, 7500 Standish Pl., Rockville, MD 20855, 301-827-0213.

**SUPPLEMENTARY INFORMATION:** Schering-Plough Animal Health Corp., 1095 Morris Ave., Union, NJ 07083, has informed FDA that it has transferred ownership of, and all rights and interests in NADA 9-505 (follicle stimulating hormone) to Sioux Biochemical, Inc., 204 Third St. NW., Sioux Center, IA 51250. Accordingly, the agency is amending the regulations in 21 CFR 522.1002 to reflect the transfer of ownership. The agency is also amending the regulations in 21 CFR 510.600(c)(1) and (c)(2) by alphabetically adding a new listing for Sioux Biochemical, Inc.

**List of Subjects**

*21 CFR Part 510*

Administrative practice and procedure, Animal drugs, Labeling, Reporting and recordkeeping requirements.

*21 CFR Part 522*

Animal drugs.

Therefore, under the Federal Food, Drug, and Cosmetic Act and under authority delegated to the Commissioner of Food and Drugs and redelegated to the Center for Veterinary Medicine, 21 CFR parts 510 and 522 are amended as follows:

**PART 510—NEW ANIMAL DRUGS**

1. The authority citation for 21 CFR part 510 continues to read as follows:

**Authority:** 21 U.S.C. 321, 331, 351, 352, 353, 360b, 371, 376e.

2. Section 510.600 is amended in the table in paragraph (c)(1) by alphabetically adding a new entry for "Sioux Biochemical, Inc." and in the table in paragraph (c)(2) by numerically adding a new entry for "063112" to read as follows:

**§ 510.600 Names, addresses, and drug labeler codes of sponsors of approved applications.**

\* \* \* \* \*  
 (c) \* \* \*  
 (1) \* \* \*

Firm name and address	Drug labeler code
* * * * *	* * * * *
Sioux Biochemical, Inc., 204 Third St. NW., Sioux Center, IA 51250 .....	063112
* * * * *	* * * * *

(2) \* \* \*