

calendar days, whichever occurs first, unless accomplished previously.

To prevent failure of the stabilizer bar damper link assembly, which can result in degraded control response and subsequent loss of control of the helicopter, accomplish the following:

(a) Remove the stabilizer bar damper link assemblies from the helicopter, install a safety washer kit, part number (P/N) CA-047-96-022-1, and reinstall the stabilizer bar damper link assemblies onto the helicopter in accordance with the Accomplishment Instructions contained in Bell Helicopter Textron, Inc. Alert Service Bulletin No. 47-96-22, dated August 16, 1996.

(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, Rotorcraft Certification Office, 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 Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Certification Office.

(c) 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 helicopter to a location where the requirements of this AD can be accomplished.

(d) The installation shall be done in accordance with Bell Helicopter Textron, Inc. Alert Service Bulletin No. 47-96-22, dated August 16, 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 Bell Helicopter Textron, Inc., P.O. Box 482, Fort Worth, Texas 76101. 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.

(e) This amendment becomes effective on May 6, 1998.

Issued in Fort Worth, Texas, on March 24, 1998.

Eric Bries,

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

[FR Doc. 98-8466 Filed 3-31-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-SW-28-AD; Amendment 39-10431; AD 98-07-11]

RIN 2120-AA64

Airworthiness Directives; GKN Westland Helicopters Limited WG-30 Series 100 and 100-60 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 GKN Westland Helicopters Limited (Westland) WG-30 series 100 and 100-60 helicopters. This action requires an initial visual inspection and replacement, if necessary, of all main rotor head tie-bars. Thereafter, this AD requires, at intervals not to exceed 220 hours time-in-service (TIS), replacing each main rotor head tie-bar (tie-bar) with an airworthy tie-bar. This amendment is prompted by an accident on a similar model military helicopter in which a tie-bar failed; it is suspected that the military helicopter involved in the accident exceeded the power-off transient rotor speed limitation. This condition, if not corrected, could result in failure of a tie-bar, loss of a main rotor blade, and subsequent loss of control of the helicopter.

DATES: Effective April 16, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 16, 1998.

Comments for inclusion in the Rules Docket must be received on or before June 1, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Regional Counsel, Southwest Region, Attention: Rules Docket No. 97-SW-28-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

The service information referenced in this AD may be obtained from GKN Westland Helicopters Limited, Customer Support Division, Yeovil, Somerset BA20 2YB, England, telephone (01935) 703884, fax (01935) 703905. 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. Shep Blackman, Aerospace Engineer, FAA, Rotorcraft Directorate, ASW-111, 2601 Meacham Blvd., Fort Worth, Texas, 76137, telephone (817) 222-5296, fax (817) 222-5961.

SUPPLEMENTARY INFORMATION: The Civil Aviation Administration (CAA), which is the airworthiness authority for the United Kingdom (UK), recently notified the FAA that an unsafe condition may exist on Westland WG-30 series 100 and 100-60 helicopters. The CAA advises that when water gets into the blade sleeve it can cause bulging or swelling of a tie-bar that could result in failure of a tie-bar, loss of a main rotor blade, and subsequent loss of control of the helicopter.

Westland has issued Westland Helicopters Service Bulletin (SB) No. W30-62-34 and W30-62-35, both dated November 29, 1995, which specify procedures for conditional, dimensional, and radiographic inspections and replacement, if necessary, of the tie-bars. The actions specified in these service bulletins are intended to prevent loss of a main rotor blade due to bulging or swelling of a tie-bar, tie-bar failure, and subsequent loss of control of the helicopter. The CAA classified these service bulletins as mandatory and issued CAA ADs 010-11-95 and 011-11-95, both dated January 31, 1996, in order to assure the continued airworthiness of these helicopters in the UK.

These helicopter models are manufactured in the UK and are type certificated for operation in the United States under the provisions of § 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the CAA has kept the FAA informed of the situation described above. The FAA has examined the findings of the CAA, 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 Westland WG-30 series 100 and 100-60 helicopters of the same type design eligible for registration in the United States, this AD is being issued to prevent loss of a main rotor blade due to failure of a tie-bar which could result in subsequent loss of control of the helicopter. This AD requires an initial visual inspection and replacement, if necessary, of the tie-bars

and thereafter, at intervals not to exceed 220 hours TIS, replacement of each tie-bar with an airworthy tie-bar. The actions are required to be accomplished in accordance with the service bulletins described previously.

None of the Westland series 100 and 100-60 helicopters affected by this action are on the U.S. Register. All helicopters included in the applicability of this rule currently are operated by non-U.S. operators under foreign registry; therefore, they are not directly affected by this AD action. However, the FAA considers that this rule is necessary to ensure that the unsafe condition is addressed in the event that any of these subject helicopters are imported and placed in the U.S. Register in the future.

Should an affected helicopter be imported and placed on the U.S. Register in the future, it would require approximately 25 work hours for the visual inspection and 25 work hours, if necessary, for the replacement of the tie-bars, at an average labor rate of \$60 per work hour. Required parts would cost \$17,600 per helicopter. Based on these figures, the cost impact of this AD would be \$20,600 per helicopter, assuming that the tie-bars are replaced.

Since this AD action does not affect any helicopter that is currently on the U.S. Register, it has no adverse economic and imposes no additional burden on any person. Therefore, notice and public procedures hereon are unnecessary and the amendment may be made effective in less than 30 days after publication in the **Federal Register**.

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-28-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 notice and prior public comment are unnecessary in promulgating this regulation and therefore, it can be issued immediately to correct an unsafe condition in aircraft since none of these model helicopters are registered in the United States, 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, 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 98-07-11 GKN Westland Helicopters

Limited: Amendment 39-10431. Docket No. 97-SW-28-AD.

Applicability: Westland 30 Series 100 and 100-60 helicopters with main rotor head and spider assemblies, part number (P/N) WG1369-0062-all dash numbers, and main rotor head assemblies, P/N WG3069-0011, 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 (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 a main rotor tie-bar (tie-bar), loss of a main rotor blade, and subsequent loss of control of the helicopter, accomplish the following:

(a) Before further flight, visually inspect all tie-bars for bulging or swelling in accordance with Steps 2(B)(1) through 2(B)(4) of the Accomplishment Instructions of Westland Helicopters Limited (Westland) Service Bulletin (SB) No. W30-62-34, dated November 29, 1995. Replace any unairworthy tie bar(s) with airworthy tie bar(s).

(b) At intervals not to exceed 220 hours time-in-service (TIS), replace each tie-bar with a zero-time airworthy tie-bar or an airworthy tie-bar which has been inspected in accordance with Westland SB No. W30-62-35, dated November 29, 1995, Annex C through Annex C.

(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, Rotorcraft Standards Staff, Rotorcraft Directorate. 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 shall be done in accordance with Westland SB No. W30-62-34 and SB No. W30-62-35, both dated November 29, 1995. 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 GKN Westland Helicopters Limited, Customer Support Division, Yeovil, Somerset BA20 2YB, England, telephone (01935) 703884, fax (01935) 703905. 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 April 16, 1998.

Note 3: The subject of this AD is addressed in Civil Aviation Administration (United Kingdom) AD 010-11-95 and AD 011-11-95, both dated January 31, 1996.

Issued in Fort Worth, Texas, on March 24, 1998.

Eric Bries,

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

[FR Doc. 98-8468 Filed 3-31-98; 8:45 am]

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FEDERAL TRADE COMMISSION

16 CFR Part 4

Appearances Before the Commission; Restrictions and Public Disclosure Requirements.

AGENCY: Federal Trade Commission (FTC).

ACTION: Final rule.

SUMMARY: The Commission is amending its rules to make more efficacious the procedures by which the General Counsel reaches determinations on requests by former employees for clearance to participate in Commission matters. The revised procedures are intended to provide for effective review of the propriety of a former employee's participation in a particular matter while reducing the paperwork and resources needed to dispose of clearance requests. These amendments also clarify the rule's terms and procedures, eliminate certain inconsistencies, and correct one provision.

EFFECTIVE DATE: These amendments are effective April 1, 1998.

FOR FURTHER INFORMATION CONTACT: Ira S. Kaye, 202-326-2426, or Laura D.

Berger, 202-326-2471, Attorneys, Office of the General Counsel, FTC, Sixth Street & Pennsylvania Avenue, N.W., Washington, D.C. 20580.

SUPPLEMENTARY INFORMATION: The Commission is revising paragraph (b) of Commission Rule 4.1, 16 CFR 4.1, to shorten the time for determining a former employee's request for clearance to participate in a Commission matter from 15 to 10 business days, and to provide that either the General Counsel or the General Counsel's designee has the authority to make this determination. Shortening the waiting period from the present 15 business days to 10 business days is designed to benefit filers and their clients, as well as the Commission's ability to resolve administrative actions and investigations promptly.

In addition, the Commission is further revising Rule 4.1(b) to simplify its terms and requirements, to eliminate certain inconsistencies, and to correct one error. Finally, the Commission is modifying the exceptions to the rule in order to make them consistent with the provisions of 18 U.S.C. 207. The Commission also is amending paragraph (c) of the Rule slightly, to make it consistent with revised paragraph (b).

Apart from these revisions, the changes will affect internal procedures only, and are not intended to influence the outcomes of filings made under the Rules. Simplified internal processing procedures are designed to reduce the time and resources expended in disposing of the large number of clearance requests that are not problematic, while continuing to ensure the integrity of Commission investigations and proceedings.

The rule amendments relate solely to agency practice, and, thus, are not subject to the notice and comment requirements of the Administrative Procedure Act, 5 U.S.C. 553(a)(2), or to the requirements of the Regulatory Flexibility Act, 5 U.S.C. 601(2).

The submissions required by the amended rule do not generally involve the "collection of information" as that term is defined by the Paperwork Reduction Act ("PRA"), 44 U.S.C. 3501-3520. Submission of a request for clearance to participate or a screening affidavit is ordinarily required only during the conduct of an administrative action or investigation involving a specific individual or entity. Such submissions are exempt from the coverage of the PRA. 5 CFR 1320.4(a)(2). To the limited extent that the rule could require a submission outside the context of an investigation or action involving a specific party, the information

collection aspects of the rule have been cleared by the Office of Management and Budget and assigned OMB clearance no. 3084-0047.

List of Subjects in 16 CFR Part 4

Administrative practice and procedure.

For the reasons set forth in the preamble, the Federal Trade Commission amends Title 16, chapter I, subchapter A, of the Code of Federal Regulations as follows:

PART 4—MISCELLANEOUS RULES

1. The authority citation for part 4 continues to read as follows:

Authority: Sec. 6, 38 Stat. 721; 15 U.S.C. 46.

2. Section 4.1 is amended by revising paragraphs (b) and (c) to read as follows:

§ 4.1 Appearances.

* * * * *

(b) *Restrictions as to former members and employees—*(1) *General Prohibition.* Except as provided in this section, or otherwise specifically authorized by the Commission, no former member or employee ("former employee" or "employee") of the Commission may communicate to or appear before the Commission, as attorney or counsel, or otherwise assist or advise behind-the-scenes, regarding a formal or informal proceeding or investigation¹ (except that a former employee who is disqualified solely under paragraph (b)(1)(iv) of this section, is not prohibited from assisting or advising behind-the-scenes) if:

(i) The former employee participated personally and substantially on behalf of the Commission in the same proceeding or investigation in which the employee now intends to participate;

¹ It is important to note that a new "proceeding or investigation" may be considered the same matter as a seemingly separate "proceeding or investigation" that was pending during the former employee's tenure. This is because a "proceeding or investigation" may continue in another form or in part. In determining whether two matters are actually the same, the Commission will consider: the extent to which the matters involve the same or related facts, issues, confidential information and parties; the time elapsed; and the continuing existence of an important Federal interest. See 5 CFR 2637.201(c)(4). For example, where a former employee intends to participate in an investigation of compliance with a Commission order, submission of a request to reopen an order, or a proceeding with respect to reopening an order, the matter will be considered the same as the adjudicative proceeding or investigation that resulted in the order. A former employee who is uncertain whether the matter in which he seeks clearance to participate is wholly separate from any matter that was pending during his tenure should seek advice from the General Counsel or the General Counsel's designee before participating.