

Proposed Rules

Federal Register

Vol. 63, No. 69

Friday, April 10, 1998

This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

DEPARTMENT OF AGRICULTURE

Rural Utilities Service

7 CFR Part 1755

Form 552, RUS General Specification for Digital, Stored Program Controlled Central Office Equipment

AGENCY: Rural Utilities Service, USDA.

ACTION: Advance notice of proposed rulemaking.

SUMMARY: The Rural Utilities Service (RUS) is proposing to amend its regulations on Telecommunications Standards and Specifications for Materials, Equipment and Construction to change RUS General Specification for Digital, Stored Program Controlled Central Office Equipment, RUS Form 522, Part I through Part VI. This will enable RUS to incorporate technological advances, remove requirements that are no longer necessary, and generally update the specification to reflect current technology.

DATES: Written comments must be received by RUS, or bear a postmark or equivalent, no later than June 9, 1998.

ADDRESSES: Comments should be mailed to John J. Schell, Chief, Central Office Equipment Branch, Telecommunications Standards Division, Rural Utilities Service, STOP 1598, United States Department of Agriculture, 1400 Independence Ave., SW, Washington, DC, 20250-1598. RUS requests an original and three copies of all comments (7 CFR part 1700). All comments received will be available for public inspection at Room 2838 South Building (address as above) during regular business hours (7 CFR 1.27(b)).

FOR FURTHER INFORMATION CONTACT: John J. Schell, Chief, Central Office Equipment Branch, Telecommunications Standards Division, Rural Utilities Service, STOP 1598, United States Department of Agriculture, 1400 Independence Ave., SW, Washington, DC, 20250-1598, telephone number (202) 720-0671. E-Mail: jschell@rus.usda.gov.

SUPPLEMENTARY INFORMATION:

Background

RUS Form 522 provides a performance specification for digital switching equipment and gives RUS borrowers assistance in ordering digital switches. Significant changes have been made in the telecommunications industry over the last several years. Notable advances in central office switching equipment and technology have made many new services available.

Because the existing Form 522 does not address many of these changes, RUS is requesting comments on all parts of Form 522. Technological advances have caused many of the Form 522 requirements to be outdated and many new requirements have not been addressed. To address new technology as well as remove outdated or irrelevant requirements, RUS feels that it is important to have input from many borrowers, consultants, and manufacturers, to make the Form 522 as technologically up-to-date as possible.

Dated: March 31, 1998.

Wally Beyer,

Administrator, RUS.

[FR Doc. 98-9199 Filed 4-9-98; 8:45 am]

BILLING CODE 3410-15-M

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-SW-04-AD]

Airworthiness Directives; Lucas Air Equipment Electric Hoists

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new AD that is applicable to Lucas Air Equipment electric hoists (hoists) installed on, but not limited to, all models of Eurocopter France SA-360 and SA-365 helicopters. This proposal would require visually inspecting the cable for damage before the next hoist operation, blanking (plugging) the electronic control box upper vent, and performing an end-of-travel procedure during each hoist event. This proposal is prompted by several incidents of

cable failures caused by dynamic overload on the winding-up limit due to uncontrolled excessive speed of the cable, which is normally regulated by the automatic speed-reducing mechanism or the operator. The actions specified by the proposed AD are intended to prevent breaking of the cable, which could become entangled with a main rotor or tail rotor blade, and result in damage or separation of a rotor blade, and subsequent loss of control of the helicopter.

DATES: Comments must be received on or before May 11, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Regional Counsel, Southwest Region, Attention: Rules Docket No. 98-SW-04-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Mr. Carroll Wright, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff, 2601 Meacham Blvd., Fort Worth, Texas 76137, phone (817) 222-5120, fax (817) 222-5961.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed 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 above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 98-SW-04-AD." The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Office of the Regional Counsel, Southwest Region, Attention: Rules Docket No. 98-SW-04-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

Discussion

The Direction Generale De L'Aviation Civile (DGAC), which is the airworthiness authority for France, recently notified the FAA that an unsafe condition may exist on Eurocopter France Model SA-360, SA-365, and SA 565 helicopters equipped with Lucas Air Equipment Electric hoists. Eurocopter France Model SA 565 is not type certificated for operation in the United States. The DGAC advises that several incidents caused by dynamic overload on the winding up limit due to uncontrolled excessive speed of the cable, which is normally regulated by the automatic speed-reducing mechanism or the operator, have been recorded in operation.

Lucas Air Equipment has issued Lucas Air Equipment Service Telex 61148-25-CW-01, Revision 1, dated April 26, 1994, which specifies visually inspecting the cable for damage before the next hoist operation, blanking (plugging) the electronic control box upper vent, and during each hoist event, performing an end-of-travel procedure. The DGAC classified this service bulletin as mandatory and issued AD 94-116(AB)R1, dated May 21, 1997, in order to assure the continued airworthiness of these hoists installed on helicopters in France.

This hoist is installed on helicopter models manufactured in France and 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 France SA-360 (all models) and SA-365 (all models) helicopters equipped with electric hoists of the same design, the proposed AD would require visually inspecting the hoist cable for damage before the next hoist operation, blanking (plugging) the electronic control box upper vent, and performing an end-of-travel procedure during each hoist event. The end-of-travel procedure may be performed by an owner/operator (pilot) holding at least a private pilot certificate, and must be entered into the aircraft records showing compliance with the applicable sections of this AD in accordance with sections 43.11 and 91.417(a)(2)(v) of the Federal Aviation Regulations.

The FAA estimates that 1 helicopter of U.S. registry would be affected by this proposed AD, that it would take approximately 2 work hours per helicopter to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$775. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$895 to replace the hoist and electronic control box.

The regulations proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, 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 copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting 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.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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:

Lucas Air Equipment: Docket No. 98-SW-04-AD.

Applicability: Electric hoists, part numbers (P/N) 76375-030, 76375-130, 76378, and 76378-100, equipped with electronic control boxes, P/N 61148-001, 002, and 006, installed on, but not limited to all models of Eurocopter France SA-360 and SA-365 helicopters, certificated in any category.

Note 1: This AD applies to each electric hoist (hoist) equipped with an electronic control box (control box) 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 hoists 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 hoist or control box from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent breaking of the cable, which could become entangled with a main rotor or tail rotor blade, and result in damage or separation of a rotor blade, and subsequent loss of control of the helicopter, accomplish the following:

(a) Before the next hoist operation, visually inspect the cable for damage in accordance with the applicable maintenance manual, and blank (plug) the electronic control box upper vent with a potting compound. If the control box has only one vent, install it with the vent hole in the lowest position.

(b) Apply red paint to the hoist cable starting at 0.8 meter (m) and extending to the 3m point (31.5 inches to 118 inches) from the upper plate of the hook assembly.

Note 2: Lucas Air Equipment Service Telex 61148-25-CW-01, Revision 01, dated April 26, 1994, pertains to the subject of this AD.

(c) Thereafter, before each hoist operation, perform the end-of-travel procedure as follows:

(1) With approximately 3m of cable remaining before the hook assembly reaches the up-limit switch operating lever (upper end of red-painted cable), reduce the cable speed to approximately one-third of the normal speed with the control knob. Release the control knob to the neutral position to stop the hook at a distance approximately 0.8m from the hoist up-limit switch operating lever (lower end of red-painted cable). Continue controlling the cable speed by exclusive use of the control on the pendant, making short and repetitive inputs until the hook reaches a position with 5 to 10 centimeters (2 to 4 inches) between the upper plate of the hook assembly and the up-limit switch operating lever. After stopping the cable at that point, place the hook against the up-limit switch operating lever. The procedure required by this paragraph may be accomplished by an owner/operator (pilot) holding at least a private pilot certificate, and must be entered into the aircraft records showing compliance with this paragraph in accordance with sections 43.11 and 91.417(a)(2)(v) of the Federal Aviation Regulations.

(2) If the hook comes fully home at an uncontrolled speed, or the hoist exhibits uncontrolled speed variation or absence of automatic speed reduction, remove the hoist assembly (hoist and control box) and replace it with an airworthy hoist assembly before any further hoist operation.

(d) Installation of an electronic control box, P/N 61148-016 or P/N 61148-012, as applicable, with installation of a hoist, P/N 76375-060, 76375-160, 76378-060, or 76378-160, is a terminating action for the requirements of this AD.

(e) 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.

(f) 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.

Note 4: The subject of this AD is addressed in Direction Generale De L'Aviation Civile (France) AD 94-116(AB)R1, dated May 21, 1997.

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

Henry A. Armstrong,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 98-9462 Filed 4-9-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 98-ASO-2]

Proposed Amendment to Class D and Proposed Removal of Class E Airspace; Atlanta, GA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to amend Class D and remove Class E airspace at Atlanta, GA, for the Fulton County Airport-Brown Field. The control tower at Fulton County Airport-Brown Field is now open 24 hours a day. Therefore, the Class D airspace would be amended from part time to continuous. Additionally, the current Class E surface airspace that is effective when the control tower closes is no longer necessary and can be removed.

DATES: Comments must be received on or before May 11, 1998.

ADDRESSES: Send comments on the proposal in triplicate to: Federal Aviation Administration, Docket No. 98-ASO-2, Manager, Airspace Branch, ASO-520, P.O. Box 20636, Atlanta, Georgia 30320.

The official docket may be examined in the Office of the Assistant Chief Counsel for Southern Region, Room 550, 1701 Columbia Avenue, College Park, Georgia 30337, telephone (404) 305-5586.

FOR FURTHER INFORMATION CONTACT: Nancy B. Shelton, Manager, Airspace Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5586.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal.

Communications should identify the airspace docket and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments

on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 98-ASO-2." The postcard will be date/time stamped and returned to the commenter. All communications received before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of the comments received. All comments submitted will be available for examination in the Office of the Assistant Chief Counsel for Southern Region, Room 550, 1701 Columbia Avenue, College Park, Georgia 30337, both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRMs

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Manager, Airspace Branch, ASO-520, Air Traffic Division, P.O. Box 20636, Atlanta, Georgia 30320. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRMs should also request a copy of Advisory Circular No. 11-2A which describes the application procedure.

The Proposal

The FAA is considering an amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) to amend Class D and remove Class E airspace at Atlanta, GA, for the Fulton County Airport-Brown Field. The control tower at Fulton County Airport-Brown Field is now open 24 hours a day. Therefore, the Class D airspace would be amended from part time to continuous. Additionally, the current Class E surface airspace that is effective when the control tower closes is no longer necessary and can be removed. Class D airspace designations and Class E airspace areas designated as a surface area for an airport are published in Paragraphs 5000 and 6002 respectively of FAA Order 7400.9E dated September 10, 1997, and effective September 16, 1997, which is incorporated by reference in 14 CFR 71.1. The Class D and Class E airspace designations listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and