

(a) Within the next 10 hours time in service (TIS) and thereafter at intervals not to exceed 100 hours TIS, remove the pitch change link assembly, part number (P/N) 109-0110-71.

(b) Measure the radial play at both the upper and lower spherical bearings. If the radial play of a bearing exceeds 0.2 millimeters, or .008 inches, replace the affected bearing with an airworthy bearing prior to further flight.

**Note 2:** Agusta Bollettino Technico Telegrafico No. 109-9, dated March 23, 1995, pertains to the subject of this AD.

(c) Reinstall the pitch change link assembly.

(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, 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 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.

**Note 4:** The subject of this AD is addressed in Registro Aeronautico Italiano (Italy) AD's 95-082 and 95-083, both dated March 28, 1995.

Issued in Fort Worth, Texas, on May 28, 1998.

**Henry A. Armstrong,**

*Manager, Rotorcraft Directorate, Aircraft Certification Service.*

[FR Doc. 98-14912 Filed 6-4-98; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97-SW-64-AD]

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

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to Eurocopter France Model AS-365N, N1, and N2 helicopters, with certain main rotor head frequency adapters (frequency adapters) installed. This proposal would require inspecting the

frequency adapter to determine if a certain frequency adapter is installed, and if so, removing and replacing the frequency adapter with an airworthy frequency adapter before further flight. This proposal is prompted by a report of disbonding of the metal center section of a frequency adapter from the elastomer on a main rotor head, caused by a lack of adherence during the production process. The actions specified by the proposed AD are intended to prevent increased vibrations caused by disbonding of the center section of a frequency adapter from the elastomer and subsequent reduced controllability of the helicopter.

**DATES:** Comments must be received on or before July 6, 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-64-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. Mike Mathias, Aerospace Engineer, Rotorcraft Standards Staff, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5123, 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. 97-SW-64-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. 97-SW-64-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

#### Discussion

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 France Model AS-365N, N1, and N2 helicopters that have been fitted with a frequency adapter, part number (P/N) 704A33-640-031 (E1T2624-01A), or delivered in pairs under the P/N 365A31-1858-01, manufactured before April 1, 1991, with a serial number (S/N) equal to or less than 8188; or P/N 704A33-640-046 (E1T3023-01), or delivered in pairs under the P/N 365A31-1858-02, manufactured before April 1, 1991, with a S/N equal to or less than 3122. The DGAC advises that disbonding between the center metal section and the elastomer of the frequency adapter may occur.

Eurocopter France has issued Eurocopter France AS-365 Service Bulletin, No. 01.00.44, dated May 9, 1996, which specifies a visual inspection of the frequency adapter face to determine its P/N, S/N, and date of manufacture and to remove and replace certain frequency adapters with an unaffected frequency adapter. The DGAC classified this service bulletin as mandatory and issued AD 96-117-040(B), dated June 19, 1996, 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 France Model AS-365N, N1, and N2 helicopters of the same type design registered in the United States, the proposed AD would require removing any frequency adapter affected by this AD and replacing it with an airworthy frequency adapter.

The FAA estimates that 91 helicopters of U.S. registry would be affected by this proposed AD, that it would take approximately 6 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 \$5,200 per helicopter. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$505,960.

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:

**Eurocopter France:** Docket No. 97-SW-64-AD.

**Applicability:** Model AS-365N, N1, and N2 helicopters, 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 within the next 100 hours time-in-service or 6 calendar months, whichever occurs first, unless accomplished previously.

To prevent vibrations caused by disbonding of the center section of a frequency adapter from the elastomer on the main rotor head and subsequent reduced controllability of the helicopter, accomplish the following:

- (a) Determine the part number, serial number, and date of manufacture of the main rotor head frequency adapter (frequency adapter).
- (b) If frequency adapter part number (P/N) 704A33-640-031 (E1T2624-01A), or delivered in pairs under the P/N 365A31-1858-01, manufactured before April 1, 1991, with a serial number (S/N) equal to or less than 8188; or P/N 704A33-640-046 (E1T3023-01), or delivered in pairs under the P/N 365A31-1858-02, manufactured before April 1, 1991, with a S/N equal to or less than 3122, is installed, remove the frequency adapter and replace it with an airworthy frequency adapter.

**Note 2:** Eurocopter France AS-365 Service Bulletin No. 01.00.44, dated May 9, 1996, pertains to the subject of this AD.

(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 3:** 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.

**Note 4:** The subject of this AD is addressed in Direction General De L'Aviation Civile (France) AD 96-117-040(B), dated June 19, 1996.

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

**Henry A. Armstrong,**

*Manager, Rotorcraft Directorate, Aircraft Certification Office.*

[FR Doc. 98-14928 Filed 6-4-98; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 71

[Airspace Docket No. 98-AGL-38]

#### Proposed Modification of Class E Airspace; Superior, WI

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of proposed rulemaking.

**SUMMARY:** This notice proposes to modify Class E Superior, WI. A Global Positioning System (GPS) Standard Instrument Approach Procedure (SIAP) to Runway (Rwy) 03 has been developed for Richard I. Bong Airport. Controlled airspace extending upward from 700 to 1200 feet above ground level (AGL) is needed to contain aircraft executing the approach. This action would increase the radius of the existing controlled airspace for Richard I. Bong Airport.

**DATES:** Comments must be received on or before July 27, 1998.

**ADDRESSES:** Send comments on the proposal in triplicate to: Federal Aviation Administration, Office of the Assistant Chief Counsel, AGL-7, Rules Docket No. 98-AGL-38, 2300 East Devon Avenue, Des Plaines, Illinois 60018.

The official docket may be examined in the Office of the Assistant Chief Counsel, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois. An informal docket may also be examined during normal business hours at the Air Traffic Division, Airspace Branch, Federal Aviation Administration, 2300