

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 the following new airworthiness directive:

98-12-24 Airbus Industrie: Amendment 39-10578. Docket 98-NM-182-AD.

Applicability: Model A310 series airplanes, equipped with General Electric Model CF6-80A3 series engines; certificated in any category.

Note 1: This AD applies to each airplane 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 airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To detect and correct cracking of the links of the aft engine mounts, which could result in failure of the aft engine attachment and consequent separation of the engine from the airplane, accomplish the following:

(a) Within 5 days after the effective date of this AD, perform a one-time detailed visual inspection to detect cracked or broken links of the aft engine mounts, in accordance with Airbus All Operators Telex (AOT) 71 06,

dated October 21, 1997. If any cracked or broken link is detected, prior to further flight, replace the cracked or broken link with a serviceable link, in accordance with the AOT.

(b) Within 10 days after the effective date of this AD, submit a report of the inspection results (positive and negative) to Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 *et seq.*) and have been assigned OMB Control Number 2120-0056.

(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, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(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 airplane to a location where the requirements of this AD can be accomplished.

(e) The actions shall be done in accordance with Airbus All Operators Telex 71 06, dated October 21, 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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 3: The subject of this AD is addressed in French telegraphic airworthiness directive T97-324-234(B), dated October 22, 1997, and airworthiness directive 97-324-234(B), dated November 5, 1997.

(f) This amendment becomes effective on June 25, 1998.

Issued in Renton, Washington, on June 3, 1998.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 98-15250 Filed 6-9-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-SW-04-AD; Amendment 39-10583; AD 98-12-29]

RIN 2120-AA64

Airworthiness Directives; Lucas Air Equipment Electric Hoists

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), 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 that requires 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 before each hoist operation. This amendment 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 this 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.

EFFECTIVE DATE: July 15, 1998.

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: 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 Lucas Air Equipment hoists installed on, but not limited to, all models of Eurocopter France SA-360 and SA-365 helicopters was published in the **Federal Register** on April 10, 1998 (63 FR 17738). That action proposed to require visually inspecting the cable for damage before the next hoist operation, plugging the electronic control box upper vent, and performing an end-of-travel procedure before each hoist operation.

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." 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 1 helicopter of U.S. registry will be affected by this proposed AD, that it will 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 will cost approximately \$775. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$895 to replace the hoist and electronic control box.

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 FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

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:

AD 98-12-29 Lucas Air Equipment:

Amendment 39-10583. Docket No. 98-SW-04-AD.

Applicability: Electric hoists, part numbers (P/N) 76375-030, 76375-130, 76378, or 76378-100, equipped with electronic control boxes, P/N 61148-001, 002, or 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.

(g) This amendment becomes effective on July 15, 1998.

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 June 3, 1998.

Larry M. Kelly,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 98-15443 Filed 6-9-98; 8:45 am]

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