

TABLE 1.—VFR ROTORCRAFT FIELD STRENGTH VOLTS/METER—Continued

Frequency	Peak	Average
100–500 .....	200	200
500–2000 .....	200	200
2–30 MHz .....	200	200
30–100 .....	200	200
100–200 .....	200	200
200–400 .....	200	200
400–700 .....	730	200
700–1000 .....	1400	240
1–2 GHz .....	5000	250
2–4 .....	6000	490
4–6 .....	7200	400
6–8 .....	1100	170
8–12 .....	5000	330
12–18 .....	2000	330
18–40 .....	1000	420

TABLE 2.—IFR ROTORCRAFT FIELD STRENGTH VOLTS/METER

Frequency	Peak	Average
10–100 KHz .....	50	50
100–500 .....	50	50
500–2000 .....	50	50
2–30 MHz .....	100	100
30–70 .....	50	50
70–100 .....	50	50
100–200 .....	100	100
200–400 .....	100	100
400–700 .....	700	50
700–1000 .....	700	100
1–2 GHz .....	2000	200
2–4 .....	3000	200
4–6 .....	3000	200
6–8 .....	1000	200
8–12 .....	3000	300
12–18 .....	2000	200
18–40 .....	600	200

### Applicability

As previously discussed, this special condition is applicable to the Model AS–350 B3 helicopter. Should Eurocopter apply at a later date for a change to the type certificate to include another model incorporating the same novel or unusual design feature, the special condition would apply to that model as well under the provisions of § 21.101(a)(1).

### Conclusion

This action affects only certain novel or unusual design features on one model helicopter. It is not a rule of general applicability and affects only the applicant who applied to the FAA for approval of these features on the helicopter.

The substance of this special condition has been subjected to the notice and comment procedure in several prior instances and has been derived without substantive change from those previously issued. It is unlikely that prior public comment

would result in a significant change from the substance contained herein. For this reason and because a delay would significantly affect the certification of the helicopter, which is imminent, the FAA has determined that prior public notice and comment are unnecessary and impracticable, and good cause exists for adopting this special condition upon issuance. The FAA is requesting comments to allow interested persons to submit views that may not have been submitted in response to the prior opportunities for comment described above.

### List of Subjects in 14 CFR Parts 21 and 27

Aircraft, Air transportation, Aviation safety, Rotorcraft, Safety.

The authority citation for this special condition is as follows: 42 U.S.C. 7572; 49 U.S.C. 106(g), 40105, 40113, 44701–44702, 44704, 44709, 44711, 44713, 44715, 45303.

### The Special Condition

Accordingly, pursuant to the authority delegated to me by the Administrator, the following special condition is issued as part of the type certification basis for Eurocopter Model AS–350 B3 “Ecureuil” helicopters.

### Protection for Electrical and Electronic Systems from High Intensity Radiated Fields

Each system that performs critical functions must be designed and installed to ensure that the operation and operational capabilities of these critical functions are not adversely affected when the helicopter is exposed to high intensity radiated fields external to the helicopter.

Issued in Fort Worth, Texas, on April 30, 1998.

**Eric Bries,**

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

[FR Doc. 98–16959 Filed 6–25–98; 8:45 am]

BILLING CODE 4910–13–P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97–SW–39–AD; Amendment 39–10630; AD 98–13–39]

RIN 2120–AA64

### Airworthiness Directives; Eurocopter France Model AS 332C, L, and L1 Helicopters

AGENCY: Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to Eurocopter France Model AS 332C, L, and L1 helicopters that requires initial and repetitive inspections of the tail rotor shaft flapping hinge retainers (retainers) for cracks. This amendment is prompted by a report of high vibrations occurring on a helicopter while in service due to a cracked retainer. The actions specified by this AD are intended to detect cracks on the retainers that could lead to high tail rotor vibrations, loss of tail rotor control, and subsequent loss of control of the helicopter.

**EFFECTIVE DATE:** July 31, 1998.

**FOR FURTHER INFORMATION CONTACT:** Mr. Mike Mathias, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222–5123, 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 Eurocopter France Model AS 332C, L, and L1 helicopters was published in the **Federal Register** on April 1, 1998 (63 FR 15791). That action proposed to require initial and repetitive inspections of the retainers for cracks.

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.

The FAA estimates that 4 helicopters of U.S. registry will be affected by this AD, that it will take approximately 0.5 work hours per helicopter to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts, if replacement of the retainers on the tail rotor blades is necessary, would cost approximately \$56,900 per helicopter. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$252,080, assuming that the retainers on the tail rotor blades are replaced on all 4 helicopters and each helicopter is dye penetrant inspected 200 times per year.

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 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:

#### AD 98-13-39 Eurocopter France:

Amendment 39-10630. Docket No. 97-SW-39-AD.

**Applicability:** AS 332C, L, and L1 helicopters, with tail rotor shaft flapping hinge retainer, part number 330A33.3165.00, 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 detect cracks on a tail rotor shaft flapping hinge retainer (retainer) that could lead to high tail rotor vibrations, loss of tail rotor control, and subsequent loss of control of the helicopter, accomplish the following:

(a) Prior to further flight, and thereafter before the first flight of each day, perform a dye penetrant inspection of each retainer for cracks.

(b) If a crack is found on any retainer, replace it with an airworthy retainer.

**Note 2:** Eurocopter Service Bulletin No. 05.00.41, dated January 29, 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, 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.

(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) This amendment becomes effective on July 31, 1998.

**Note 4:** The subject of this AD is addressed in Direction Generale De L'Aviation Civile (France) AD 96-074-057(B), dated March 27, 1996.

Issued in Fort Worth, Texas, on June 18, 1998.

**Eric Bries,**

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

[FR Doc. 98-17041 Filed 6-25-98; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-SW-11-AD; Amendment 39-10633; AD 98-06-04]

RIN 2120-AA64

#### Airworthiness Directives; Eurocopter France Model AS332C, L, and L1 and Model SA330F, G, and J Helicopters

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

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

**SUMMARY:** This document publishes in the **Federal Register** an amendment adopting Airworthiness Directive (AD) 98-06-04 which was sent previously to all known U.S. owners and operators of Eurocopter France Model AS332C, L, and L1 and Model SA330F, G, and J helicopters by individual letters. This AD requires performing a procedure to determine the angular play of the tail rotor gearbox, and repeating the procedure at certain intervals. This amendment is prompted by an accident involving a Model SA330 helicopter which resulted from the loss of the tail rotor drive. An investigation determined that the loss of the tail rotor drive was caused by excessive play between the tail rotor gearbox bevel gear and the bevel wheel. This condition, if not corrected, could result in failure of the tail rotor gearbox, loss of tail rotor drive, and subsequent loss of control of the helicopter.

**DATES:** Effective July 13, 1998, to all persons except those persons to whom it was made immediately effective by priority letter AD 98-06-04, issued on March 4, 1998, which contained the requirements of this amendment.

Comments for inclusion in the Rules Docket must be received on or before August 25, 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-11-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

**FOR FURTHER INFORMATION CONTACT:** Mr. Scott Horn, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5125, fax (817) 222-5961.

**SUPPLEMENTARY INFORMATION:** On March 4, 1998, the FAA issued priority letter AD 98-06-04, applicable to Eurocopter France Model AS332C, L, and L1 and Model SA330F, G, and J helicopters, which requires performing a procedure to determine the play of the tail rotor gearbox within 25 hours time-in-service (TIS), and repeating the procedure at intervals of 100 hours TIS or 520 hours TIS depending on the amount of play that is detected. That action was prompted by an accident involving a Model SA330 helicopter that occurred on October 21, 1997, which resulted from the loss of the tail rotor drive. An investigation determined that the loss of tail rotor drive was caused by excessive play between the tail rotor gearbox bevel gear and the bevel wheel. This condition, if not corrected, could result in failure of the tail rotor gearbox, loss