

provides an acceptable level of safety may be used if approved by the Manager, New York (LYC) or Atlanta (TCM) Aircraft Certification Offices. Operators shall submit their requests through an appropriate FAA Airworthiness Inspector, who may add comments and then send it to the Manager, New York or Atlanta Aircraft Certification Offices.

Note 5: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Atlanta Aircraft Certification or New York Aircraft Certification Office, as applicable.

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

(e) This amendment becomes effective on October 19, 1998.

Issued in Burlington, Massachusetts, on August 11, 1998.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 98-22240 Filed 8-19-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-SW-36-AD; Amendment 39-10716; AD 98-16-02]

RIN 2120-AA64

Airworthiness Directives; Eurocopter France Model SA 3180, SA 318B, SA 318C, SE 3130, SE 313B, SA.315B, SA.316B, SA.316C, SA.319B, and SE.3160 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) 98-16-02 which was sent previously to all known U.S. owners and operators of Eurocopter France Model SA 3180, SA 318B, SA 318C, SE 3130, SE 313B, SA.315B, SA.316B, SA.316C, SA.319B, and SE.3160 helicopters by individual letters. This AD requires an initial and recurring visual inspections of the upper and lower surfaces of the tail rotor blade (blade) skin for cracks. If a crack is found, replacing the blade with an airworthy blade is required. This amendment is prompted by a report of a crack on the blade skin near an attachment bolt on the blade cuff stem. This condition, if not corrected, could

result in fatigue failure of a blade and subsequent loss of control of the helicopter.

DATES: Effective September 4, 1998, to all persons except those persons to whom it was made immediately effective by priority letter AD 98-16-02, issued on July 22, 1998, which contained the requirements of this amendment.

Comments for inclusion in the Rules Docket must be received on or before October 19, 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-36-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

FOR FURTHER INFORMATION CONTACT: Mr. Shep Blackman, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5296, fax (817) 222-5961.

SUPPLEMENTARY INFORMATION: On July 22, 1998, the FAA issued priority letter AD 98-16-02, applicable to Eurocopter France Model SA 3180, SA 318B, SA 318C, SE 3130, SE 313B, SA.315B, SA.316B, SA.316C, SA.319B, and SE.3160 helicopters, which requires, within 10 hours time-in-service (TIS), and thereafter, at intervals not to exceed 10 hours TIS, visually inspecting the blade skin near the attachment bolts on the blade cuff stem for cracks on the upper and lower surfaces using an 8-power or higher magnifying glass. If a crack is found, replacing the blade with an airworthy blade is necessary. That action was prompted by a report of a crack on the lower surface of the blade skin near an attachment bolt on the blade cuff stem. This condition, if not corrected, could result in fatigue failure of a blade and subsequent loss of control of the helicopter.

The FAA has reviewed Eurocopter France Service Telexes No. 05.36, No. 05.94, and No. 05.95, as transmitted by Information Telex 00068, dated July 10, 1998, which describes procedures for visually checking the blade skin for cracks using an 8-power magnifying glass.

These helicopter models are manufactured in France and are 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 these type designs that are certificated for operation in the United States.

Since the unsafe condition described is likely to exist or develop on other Eurocopter France Model SA 3180, SA 318B, SA 318C, SE 3130, SE 313B, SA.315B, SA.316B, SA.316C, SA.319B, and SE.3160 helicopters of the same type design, the FAA issued priority letter AD 98-16-02 to prevent fatigue failure of a blade and subsequent loss of control of the helicopter. The AD requires, within 10 hours time-in-service (TIS), and thereafter, at intervals not to exceed 10 hours TIS, visually inspecting the blade skin near the attachment bolts on the blade cuff stem for cracks on the upper and lower surfaces using an 8-power or higher magnifying glass. If a crack is found, replacing the blade with an airworthy blade is necessary.

Since it was found that immediate corrective action was required, notice and opportunity for prior public comment thereon were impracticable and contrary to the public interest, and good cause existed to make the AD effective immediately by individual letters issued on July 22, 1998 to all known U.S. owners and operators of Eurocopter France Model SA 3180, SA 318B, SA 318C, SE 3130, SE 313B, SA.315B, SA.316B, SA.316C, SA.319B, and SE.3160 helicopters. These conditions still exist, and the AD is hereby published in the **Federal Register** as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13) to make it effective to all persons.

The FAA estimates that 106 helicopters of U.S. registry will be affected by this AD, that it will take approximately 1 work hour per helicopter to inspect each blade and 3 work hours to replace it, if necessary, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$8780 per blade. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$956,120, assuming one blade replacement for each helicopter.

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. 98-SW-36-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 this regulation is an emergency regulation that must be issued immediately to correct an unsafe condition in aircraft, 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, 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:

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:

98-16-02 Eurocopter France: Amendment 39-10716. Docket No. 98-SW-36-AD.

Applicability: Model SA 3180, SA 318B, SA 318C, SE 3130, SE 313B, SA.315B, SA.316B, SA.316C, SA.319B, and SE.3160 helicopters, with tail rotor blades, part number (P/N) 3160S-34-10000-all dash numbers, or P/N 3160S-34-11000-all dash numbers, 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 (b) 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 10 hours time-in-service (TIS), and thereafter at intervals not to exceed 10 hours TIS, unless accomplished previously.

To prevent fatigue failure of a tail rotor blade (blade), and subsequent loss of control of the helicopter, accomplish the following:

(a) With the blade installed on the helicopter:

- (1) Clean the blade root skin area using Teepol or an equivalent product.
- (2) Using an 8-power or higher magnifying glass, visually inspect the blade skin near the attachment bolts on the blade cuff stem for cracks on the upper and lower surfaces.
- (3) If a crack is found, replace the blade with an airworthy blade.

(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 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 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Standards Staff.

(c) 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.

(d) This amendment becomes effective on September 4, 1998, to all persons except those persons to whom it was made immediately effective by Priority Letter AD 98-16-02, issued July 22, 1998, which contained the requirements of this amendment.

Issued in Fort Worth, Texas, on August 12, 1998.

Eric Bries,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

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FEDERAL TRADE COMMISSION

16 CFR Part 253

Guides for the Feather and Down Products Industry

AGENCY: Federal Trade Commission.

FINAL ACTION: Rescission of the Guides for the Feather and Down Products Industry; announcement of enforcement policy.

SUMMARY: On April 15, 1994, the Commission published a **Federal Register** notice initiating the regulatory review of the Federal Trade Commission's ("Commission") Guides for the Feather and Down Products Industry ("Guides") and seeking public comment. On October 28, 1996, the Commission published a second **Federal Register** notice seeking additional information. In the 1996 notice, the Commission indicated that it had made a preliminary determination to retain but modify the Guides and sought comment on several issues. The Commission has now completed its review, and this notice announces the Commission's decision to rescind the Guides. In addition, the notice provides a general enforcement policy statement with respect to misrepresentations concerning feather and down-filled products.

EFFECTIVE DATE: August 20, 1998.

ADDRESSES: Requests for copies of this notice should be sent to the Consumer Correspondence Center, Room 130, Federal Trade Commission, 6th St. and Pennsylvania Ave., N.W., Washington, DC 20580. The notice is available on the Internet at the Commission's website, <http://www.ftc.gov>.