

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: Within 25 hours time-in-service or 30 calendar days after the effective date of this AD, whichever occurs first.

To prevent use of a grip assembly that may crack, resulting in failure of the grip assembly and subsequent loss of control of the helicopter, accomplish the following:

(a) Remove the grip assembly, P/N A756-6 Revision N (or prior), and replace it with an airworthy grip assembly, P/N A756-6 Revision M (or later), in accordance with KI-112 R44 Pilot's Grip Assembly Upgrade Kit instructions, dated December 20, 1996.

(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, Los Angeles Aircraft Certification Office.

Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(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.

Issued in Fort Worth, Texas, on October 9, 1997.

Eric Bries,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 97-27585 Filed 10-16-97; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-SW-21-AD]

Airworthiness Directives; Eurocopter Deutschland GmbH (ECD) Model BO 105 C and BO 105 S Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Proposed rule; withdrawal.

SUMMARY: This action withdraws a notice of proposed rulemaking (NPRM) that proposed a new airworthiness directive (AD), applicable to Eurocopter Deutschland GmbH (ECD) (Eurocopter Deutschland) Model BO 105 C and BO 105 S helicopters. That action would have required modifying the main relay box by replacing the voltage regulator; modifying the cockpit overhead panel

by installing two additional switches; and performing a functional test of the new voltage regulator, generators, and new switches. Since the issuance of the NPRM, the Federal Aviation Administration (FAA) has determined that the modification proposed is only necessary for Instrument Flight Rule (IFR) configurations, and since there is no IFR FAA type-design approval for the affected models, it is unnecessary to issue an AD.

FOR FURTHER INFORMATION CONTACT: Mr. Lance Gant, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5114, fax (817) 222-5961.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to add a new airworthiness directive (AD), applicable to Eurocopter Deutschland Model BO 105 C and BO 105 S helicopters, was published in the **Federal Register** on February 13, 1997 (62 FR 6746). The proposed rule would have required modifying the main relay box 1VE; modifying the cockpit overhead panel, and performing a functional test of the new voltage regulator, generators, and new switches for the affected helicopters. That action was prompted by an in-service report of a helicopter that experienced a generator overvoltage. The proposed actions were intended to prevent failure of essential electrical equipment that could result in spatial disorientation and subsequent loss of control of the helicopter.

Since the issuance of that NPRM, the FAA has determined that the need for overvoltage protection is associated with the IFR requirement to have certain avionics available; however, there is no FAA IFR type-design approval for the affected models, therefore there is no type design model on which to issue an AD.

Upon further consideration and review of this new data, the FAA has determined that the unsafe condition no longer exists and is extremely unlikely to develop. Accordingly, the proposed rule is hereby withdrawn.

Withdrawal of this notice of proposed rulemaking constitutes only such action, and does not preclude the agency from issuing another notice in the future, nor does it commit the agency to any course of action in the future.

Since this action only withdraws a notice of proposed rulemaking, it is neither a proposed nor a final rule and therefore, is not covered under Executive Order 12866, the Regulatory Flexibility Act, or DOT Regulatory

Policies and Procedures (44 FR 11034, February 26, 1979).

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Withdrawal

Accordingly, the notice of proposed rulemaking, Docket No. 96-SW-21-AD, published in the **Federal Register** on February 13, 1997 (62 FR 6746), is withdrawn.

Issued in Fort Worth, Texas, on October 7, 1997.

Eric Bries,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 97-27584 Filed 10-16-97; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Airspace Docket No. 97-ASO-22]

Proposed Establishment of Class D Airspace; Hickory, NC

AGENCY: Federal Aviation Administration (FAA) DOT.

ACTION: Notice or proposed rulemaking.

SUMMARY: This proposed rule would establish Class D airspace at Hickory, NC. A non-federal control tower will open at Hickory Regional Airport, Hickory, NC, on or about October 1, 1997. Class D surface area airspace is required when the control tower is open to accommodate current Standard Instrument Approach Procedures (SIAP) and for Instrument Flight Rules (IFR) operations at the airport.

DATES: Comments must be received on or before November 17, 1997.

ADDRESSES: Send comments on the proposal in triplicate to: Federal Aviation Administration, Docket No. 97-ASO-22, 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. An informal docket may also be examined during normal business hours at the address listed above.

FOR FURTHER INFORMATION CONTACT: Nancy B. Shelton, Airspace Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5491.