

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. 97-NM-321-AD; Amendment 39-10444; AD 98-12-17]

RIN 2120-AA64

Airworthiness Directives; British Aerospace Model Viscount 744, 745, 745D, and 810 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Direct final rule; confirmation of effective date.

SUMMARY: This document confirms the effective date of a direct final rule published on April 2, 1998, which adopted a new airworthiness directive (AD) that is applicable to all British Aerospace Model Viscount 744, 745, 745D, and 810 series airplanes. This amendment requires repetitive inspections to detect cracking and corrosion of components of the engine nacelle subframe structure, and corrective action, if necessary; and replacement of any component that has reached its life limit (safe life) with a new or serviceable component. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified in this AD are intended to ensure periodic replacement of certain engine nacelle subframe components that have reached their maximum life limits. Cracking and corrosion of these components, if not detected and corrected in a timely manner, could result in reduced structural integrity of the engine nacelle subframe structure, separation of the engine from the airframe, and reduced controllability of the airplane.

EFFECTIVE DATE: The direct final rule published at 63 FR 16111 is effective on July 1, 1998.

FOR FURTHER INFORMATION CONTACT: Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with request for comments in the **Federal Register** on April 2, 1998 (63 FR 16111). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA anticipates that there will be no adverse public comment. This direct final rule

advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, was received within the comment period, the regulation would become effective on July 1, 1998. No adverse comments were received, and thus this document confirms that this final rule will become effective on that date, with the airworthiness directive (AD) number shown at the beginning of this document.

Issued in Renton, Washington, on June 2, 1998.

Darrell M. Pederson,*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. 98-SW-07-AD; Amendment 39-10571; AD 98-12-15]

RIN 2120-AA64

Airworthiness Directives; Eurocopter France Model AS 332C, L, L1, and L2 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, L1, and L2 helicopters that requires visually inspecting the intermediate gearbox-to-structure attachment stirrup (stirrup) front tabs for cracks, and if a crack is discovered, removing the intermediate gearbox and replacing it with an airworthy intermediate gearbox; and inspecting for the conformity of the attachment parts. This amendment is prompted by five reports of failure of the two stirrup tabs. The actions specified by this AD are intended to prevent failure of the intermediate gearbox stirrup front tabs, loss of anti-torque drive, and subsequent loss of control of the helicopter.

DATES: Effective July 14, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 14, 1998.

ADDRESSES: The service information referenced in this AD may be obtained from American Eurocopter Corporation,

2701 Forum Drive, Grand Prairie, Texas 75053-4005. This information may be examined at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

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: 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, L1, and L2 helicopters was published in the **Federal Register** on April 7, 1998 (63 FR 16916). That action proposed to require visually inspecting the stirrup front tabs for cracks, and if a crack is discovered, removing the intermediate gearbox and replacing it with an airworthy intermediate gearbox; and inspecting for the conformity of the attachment parts.

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." This change is to make it clear that this AD applies to the affected model helicopters when either of the three part numbers is installed. 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 4 helicopters of U.S. registry will be affected by this AD, that it will take approximately 0.25 work hours to inspect the tabs, and 3 work hours to inspect for conformity, and that the average labor rate is \$60 per work hour. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$780.

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