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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 23

[Docket No. CE177A, Special Condition 23–112A–SC]

Special Conditions; Eclipse Aviation Corporation, Model 500 Airplane; Protection of Systems From High Intensity Radiated Fields (HIRF): Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final special conditions; request for comments; correction.

SUMMARY: The FAA published a document in the **Federal Register** on March 13, 2002, concerning final special conditions with a request for comments on the Eclipse Aviation Corporation, Model 500 airplane. There were some inadvertent errors in the document. This document contains corrections to the final special conditions and reopens the comment period.

DATES: The effective date of these corrected special conditions is April 19, 2002. Comments must be received on or before June 3, 2002.

ADDRESSES: Comments may be mailed in duplicate to: Federal Aviation Administration, Regional Counsel, ACE–7, Attention: Rules Docket Clerk, Docket No. CE177A, Room 506, 901 Locust, Kansas City, Missouri 64106. All comments must be marked: Docket No. CE177A. Comments may be inspected in the Rules Docket weekdays, except Federal holidays, between 7:30 a.m. and 4:00 p.m.

FOR FURTHER INFORMATION CONTACT: Ervin Dvorak, Aerospace Engineer, Standards Office (ACE–110), Small Airplane Directorate, Aircraft Certification Service, Federal Aviation Administration, 901 Locust, Room 301,

Kansas City, Missouri 64106; telephone (816) 329–4123.

SUPPLEMENTARY INFORMATION:

Need for Correction

The FAA published a document in the **Federal Register** on March 13, 2002 (67 FR 11218) that issued final special conditions and requested comments. In the document, three errors appeared. This document corrects those errors.

Correction of Publication

Accordingly, the publication of the final special conditions with request for comments (Docket No. CE177) is corrected as follows:

1. On page 11218, column 3, beginning on line 12 under the “Summary” paragraph, the words “displays manufactured by Eclipse Aviation Corporation” appear. Remove these words and insert the words “displays used in the Model 500 airplane manufactured by Eclipse Aviation Corporation” in their place.
2. On page 11218, column 3, under the paragraph marked “addresses,” on line 5 of the paragraph marked “addresses,” “Docket No. CE156” appears. The docket number is corrected to read “Docket No. CE177.”
3. On page 11219, column 3, in the table at the end of the column, line 3 under the column marked “Frequency,” the frequency listed as “500 kHz–20 MHz” is corrected to read “500 kHz–2 MHz.”

Comments Invited

Interested persons are invited to submit such written data, views, or arguments as they may desire. Communications should identify the regulatory docket or notice number and be submitted in duplicate to the address specified above. All communications received on or before the closing date for comments will be considered by the Administrator. The special conditions may be changed in light of the comments received. All comments received will be available in the Rules Docket for examination by interested persons, both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerning this rulemaking will be filed in the docket. Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice

must include a self-addressed, stamped postcard on which the following statement is made: “Comments to Docket No. CE177A.” The postcard will be date stamped and returned to the commenter.

Issued in Kansas City, Missouri on April 19, 2002.

Dorenda D. Baker,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 02–10936 Filed 5–1–02; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2002–SW–09–AD; Amendment 39–12681; AD 2002–03–52]

RIN 2120–AA64

Airworthiness Directives; Eurocopter France Model AS350B, AS350BA, AS350B1, AS350B2, AS350B3, AS350C, AS350D, AS350D1, AS355E, AS355F, AS355F1, AS355F2, AS355N, and EC130 B4 Helicopters; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document corrects Airworthiness Directive (AD) 2002–03–52 for the specified helicopters that was published in the **Federal Register** on March 20, 2002 (67 FR 12856). The AD contains a misspelled word and incomplete effective dates. In all other respects, the original document remains the same.

DATES: Effective April 4, 2002 to all persons except those persons to whom it was made immediately effective by Emergency AD 2002–03–52, issued on February 8, 2002, which contained the requirements of this amendment.

FOR FURTHER INFORMATION CONTACT: Gary Roach, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff, Fort Worth, Texas 76193–0111, telephone (817) 222–5130, fax (817) 222–5961.

SUPPLEMENTARY INFORMATION: The FAA issued a final rule AD 2002–03–52 on March 11, 2002, (67 FR 12856, March 20, 2002) for the specified helicopters. The AD contains two errors. In the

Supplementary Information, in the second sentence, a word is misspelled, "STAFFLEX" should be "STARFLEX." Also, the effective dates listed both under the **DATES** caption of the AD and in paragraph (f) are incomplete and fail to make it clear that the effective date of the emergency AD, that was published in the **Federal Register** on March 20, 2002, was effective immediately to those persons that received it. Therefore, this needs to be clarified.

Since no other part of the regulatory information has been revised, the final rule is not being republished.

Correction of Publication

Accordingly, the publication on March 20, 2002 of the final regulations, which were the subject of FR Doc. 02-6627, is corrected as follows:

§ 39.13 [Corrected]

(1) On page 12856, under the **DATES** caption, correct "Effective April 4, 2002" to read "Effective April 4, 2002, to all persons except those persons to whom it was made immediately effective by Emergency AD 2002-03-52, issued on February 8, 2002, which contained the requirements of this amendment."

(2) On page 12856, in the third column, under Supplementary Information in the second sentence, correct the word "STAFFLEX" to read "STARFLEX."

(3) On page 12858, in the first column, paragraph (f), correct "This amendment becomes effective on April 4, 2002" to "This amendment becomes effective on April 4, 2002, to all persons except those persons to whom it was made immediately effective by Emergency AD 2002-03-52, issued February 8, 2002, which contained the requirements of this amendment."

Issued in Fort Worth, Texas, on April 18, 2002.

Eric Bries,

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

[FR Doc. 02-10532 Filed 5-1-02; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2002-SW-04-AD; Amendment 39-12736; AD 2002-09-03]

RIN 2120-AA64

Airworthiness Directives; Eurocopter France Model AS332L2 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) for Eurocopter France (ECF) Model AS332L2 helicopters. This action requires, before further flight, verifying that the air vent is installed on the inflation cylinder of each life raft assembly. If the air vent is missing, this AD also requires replacing the cylinder head with an airworthy part before further flight. This amendment is prompted by the discovery that an inflation cylinder in the life raft did not have an air vent installed. This condition, if not corrected, could result in inadvertent life raft inflation, loss of the life raft, contact with the main or tail rotor, and subsequent loss of control of the helicopter.

DATES: Effective May 17, 2002.

Comments for inclusion in the Rules Docket must be received on or before July 1, 2002.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Regional Counsel, Southwest Region, Attention: Rules Docket No. 2002-SW-04-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. You may also send comments electronically to the Rules Docket at the following address: 9-asw-adcomments@faa.gov.

FOR FURTHER INFORMATION CONTACT: Carroll Wright, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Regulations Group, Fort Worth, Texas 76193-0111, telephone (817) 222-5120, fax (817) 222-5961.

SUPPLEMENTARY INFORMATION: The Direction Generale De L'Aviation Civile (DGAC), the airworthiness authority for France, notified the FAA that an unsafe condition may exist on ECF Model AS332L2 helicopters. The DGAC advises of the discovery of a missing air vent on the head of the inflation cylinder of a life raft. Absence of an air vent on the cylinder head might lead to inadvertent life raft inflation and cause

the life raft to be lost and to come into contact with the main or tail rotor.

ECF has issued Alert Telex No. 25.01.06, dated September 17, 2001, which specifies checking that the air vent is installed on the heads of the cylinders of the life raft assemblies. The DGAC classified this service bulletin as mandatory and issued AD 2001-500-019(A), dated October 17, 2001, to ensure the continued airworthiness of these helicopters in France.

This helicopter model is manufactured in France and is type certificated for operation in the United States under the provisions of 14 CFR 21.29 and the applicable bilateral agreement. Pursuant to the applicable bilateral 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 this type design.

This unsafe condition is likely to exist or develop on other helicopters of the same type design registered in the United States. Therefore, this AD is being issued to prevent inadvertent life raft inflation, loss of the life raft, contact with the main or tail rotor, and subsequent loss of control of the helicopter. This AD requires, before further flight, verifying that the air vent is installed on the head of the inflation cylinders of each life raft. If the air vent is missing, this AD also requires replacing the cylinder head with an airworthy part before further flight. Replacing the cylinder head or verifying that the air vent is installed on the heads of the inflation cylinder is terminating action for the requirements of this AD.

None of the Model AS332L2 helicopters affected by this action are on the U.S. Register. All helicopters included in the applicability of this rule are currently operated by non-U.S. operators under foreign registry; therefore, they are not directly affected by this AD action. However, the FAA considers that this rule is necessary to ensure that the unsafe condition is addressed in the event that any of these subject helicopters are imported and placed on the U.S. Register in the future.

Should an affected helicopter be imported and placed on the U.S. Register in the future, it would require approximately ½ work hour to accomplish the required actions, at an average labor rate of \$60 per work hour. Based on these figures, the cost impact of this AD would be \$30 per helicopter.

Since this AD action does not affect any helicopter that is currently on the U.S. register, it has no adverse economic