

omitted when specifying affected serial numbers.

TABLE 1.—PROPELLER BLADE REMOVAL SCHEDULE

For propeller blades SNs:	Remove propeller blades from service for rework, no later than:
FR1699 through FR1765.	December 31, 2003.
FR1766 through FR1776.	March 31, 2004.
FR1777 through FR1855.	June 30, 2004.
FR1856 through FR1956.	September 30, 2004.
FR1957 through FR2132.	December 31, 2004.

TABLE 1.—PROPELLER BLADE REMOVAL SCHEDULE—Continued

For propeller blades SNs:	Remove propeller blades from service for rework, no later than:
FR2133 through FR2230.	March 31, 2005.
FR2231 through FR2315.	June 30, 2005.
FR2316 through FR2390.	September 30, 2005.
FR2391 through FR2433.	December 31, 2005.
FR2434 through FR2553.	March 31, 2006.
FR2554 through FR2625.	June 30, 2006.
FR20010610 through FR20010729.	June 30, 2006

TABLE 1.—PROPELLER BLADE REMOVAL SCHEDULE—Continued

For propeller blades SNs:	Remove propeller blades from service for rework, no later than:
FR20010730 through FR20011018.	September 30, 2006.
FR20011019 through FR20011218.	December 31, 2006.
FR20011219 through FR20020511.	March 31, 2007.
FR20020512 through FR20020757.	June 30, 2007.
FR20020758 through FR20020842.	September 30, 2007.
FR20020843 through FR20021010.	December 31, 2007.

TABLE 2.—BLADE SNs EXCLUDED FROM TABLE 1

FR1720	FR1887	FR1962	FR2163
FR1740	FR1888	FR1963	FR2164
FR1742	FR1889	FR2013	FR2165
FR1752	FR1892	FR2022	FR2166
FR1777	FR1893	FR2032	FR2167
FR1791	FR1927	FR2037	FR2168
FR1796	FR1928	FR2038	FR2173
FR1841	FR1929	FR2039	FR2177
FR1843	FR1930	FR2047	FR2179
FR1858	FR1931	FR2058	FR2180
FR1860	FR1932	FR2059	FR2183
FR1865	FR1933	FR2060	FR2204
FR1869	FR1934	FR2063	FR2205
FR1871	FR1935	FR2064	FR2206
FR1872	FR1936	FR2067	FR2207
FR1873	FR1937	FR2068	FR2208
FR1874	FR1938	FR2099	FR2233
FR1875	FR1942	FR2108	FR2234
FR1877	FR1943	FR2134	FR2467
FR1878	FR1957	FR2135	FR20010626
FR1879	FR1960	FR2136	FR20010936
FR1880	FR1961	FR2137	FR20011218

Installation of Propeller Blades that have a SN Listed in Table 1 or Table 2 of this AD

(g) After the effective date of this AD, do not install any blade that has P/N R815505-3 or R815505-4 and SN listed in Table 1 or Table 2 of this AD, and that has exceeded the date for replacement.

Alternative Methods of Compliance (AMOCs)

(h) The Manager, Boston Aircraft Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(i) None.

Related Information

(j) Hamilton Sundstrand Service Bulletin No. 568F-61-A45, Revision 1, dated October 7, 2003, provides information to rework and remark the affected blades for return to service.

Issued in Burlington, Massachusetts, on June 1, 2004.

Francis A. Favara,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 04-13145 Filed 6-10-04; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 2004-SW-05-AD; Amendment 39-13665; AD 2004-12-06]

RIN 2120-AA64

Airworthiness Directives; Eurocopter France Model EC 155 B and B1 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) for Eurocopter France (Eurocopter) Model EC 155 B and B1 helicopters. This action requires inspecting each main

rotor blade (blade) for a crack in the blade tip cap mounting bracket (tenon), measuring the vertical clearance between each blade assembly and a straight edge at the blade-to-tip cap junction, and replacing the blade if a crack is found or if the measured distance is not within certain specifications. This amendment is prompted by the discovery of a crack in a tenon. This condition, if not detected, could result in loss of the tip cap, which could lead to severe vibration and loss of control of the helicopter.

DATES: Effective June 29, 2004.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 29, 2004.

Comments for inclusion in the Rules Docket must be received on or before August 13, 2004.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Regional Counsel, Southwest Region, Attention: Rules Docket No. 2004-SW-05-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.

The service information referenced in this AD may be obtained from American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005, telephone (972) 641-3460, fax (972) 641-3527. 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 National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

FOR FURTHER INFORMATION CONTACT:

Charles Harrison, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Safety Management Group, Fort Worth, Texas 76193-0111, telephone (817) 222-5128, fax (817) 222-5961.

SUPPLEMENTARY INFORMATION: This amendment adopts a new AD for the Eurocopter Model EC 155 B and B1 helicopters. This action requires:

- For blades with 100 or less hours time-in-service (TIS), prior to reaching 110 hours TIS, inspecting the tenon for a crack, and replacing the blade if a crack is found in the tenon;
- For blades with more than 100 hours TIS, within the next 10 hours TIS, inspecting the tenon for a crack, and

replacing the blade if a crack is found in the tenon;

- After accomplishing the initial inspection for a crack as described above, before further flight, establishing the baseline clearance (“DO”) between a straight edge and the upper surface of the blade assembly at the blade-to-tip cap junction; and

- Thereafter, before the first flight of each day and on or before reaching each 10 hours TIS interval during the day, measuring the clearance between the straight edge and the upper surface of the blade assembly of the blade-to-tip cap junction. If the measured distance is equal to or greater than “DO” + 2mm, replacing the blade is required.

This amendment is prompted by a report of a crack that was discovered on a tenon. This condition, if not detected, could result in loss of the blade tip cap, which could lead to severe vibration and loss of control of the helicopter.

The Direction Generale De L’Aviation Civile (DGAC), the airworthiness authority for France, notified the FAA that an unsafe condition may exist on Eurocopter EC 155 B and B1 helicopters. The DGAC advises of the discovery of a crack in a blade tenon, the growth of which could lead to the loss of the tip cap and make the helicopter impossible to control.

Eurocopter has issued Alert Telex No. 05A004, dated November 3, 2003, which specifies checks on each blade to ensure that there is no crack in the tenon to which the blade tip is attached. The DGAC classified this alert telex as mandatory and issued AD No. F-2003-418, dated December 24, 2003, adopting the actions contained in the manufacturer’s alert telex to ensure the continued airworthiness of these helicopters in France.

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

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 detect a crack in a tenon, which could result in loss of the tip cap, causing severe vibration and loss of control of the helicopter. This AD

requires, for Eurocopter Model EC 155 B and B1 helicopters:

- For blades with 100 or less hours TIS, prior to reaching 110 hours TIS, an initial inspection of each tenon for a crack;
- For blades with more than 100 hours TIS, within the next 10 hours TIS, an initial inspection of the tenon for a crack;
- Replacing any blade if a crack is found in the tenon; and
- After accomplishing the initial inspection for a crack as described above, before further flight, measuring the clearance between the lower edge of the straight edge to the upper surface of the blade assembly at the blade-to-tip cap junction (“DO”) to establish the baseline clearance and then, before the first flight of each day (not to exceed 10 hours TIS), measuring the clearance between the lower edge of the straight edge and the upper surface of the blade assembly at the blade-to-tip cap junction for each blade, and if the distance is equal to or greater than “DO” + 2mm, replacing the blade with an airworthy blade.

The actions must be done in accordance with the alert telex described previously. The short compliance time involved is required because the previously described critical unsafe condition can adversely affect the controllability and structural integrity of the helicopter. Therefore, inspecting each blade for a crack in the tenon within the short compliance time is required, and this AD must be issued immediately.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

The FAA estimates that this AD will affect 6 helicopters. The initial inspection will take approximately 1.5 work hours, and the repetitive inspections will take 0.5 work hours to accomplish. It will take approximately 1 work hour to replace all 5 blades. The average labor rate is \$65 per work hour. Required parts will cost approximately \$97,000 per blade. Based on these figures, the total estimated cost impact of the AD on U.S. operators is \$586,563, assuming one blade per helicopter will need to be replaced each year and that 20 repetitive inspections will be needed per helicopter each year.

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 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 mailed 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. 2004-SW-05-AD." The postcard will be date stamped and returned to the commenter.

The regulations adopted herein will not have a substantial direct effect 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, it is determined that this final rule does not have federalism implications under Executive Order 13132.

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, Incorporation by reference, 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:

2004-12-06 Eurocopter France:

Amendment 39-13665. Docket No. 2004-SW-05-AD.

Applicability: Model EC 155 B and B1 helicopters, with main rotor blade (blade), part number (P/N) 365A11-0080-00, installed, certificated in any category.

Compliance: Required as indicated.

To detect a crack in a blade tip cap mounting bracket (tenon), which could result in loss of the tip cap, severe vibration, and loss of control of the helicopter, accomplish the following:

(a) Unless accomplished previously, remove each blade and each tip cap, and inspect both the upper and lower side of the tenon for a crack using a 10× or higher magnifying glass while applying light manual upward and then downward pressure on the tenon as depicted in Figure 3 of Eurocopter Alert Telex No. 05A004, dated November 3, 2003 (Alert Telex) as follows:

(1) For blades with more than 100 hours time-in-service (TIS), inspect each blade within the next 10 hours TIS.

(2) For blades with 100 or less hours TIS, inspect each blade before it reaches 110 hours TIS.

(3) If a crack is found, replace the blade with an airworthy blade before further flight.

(b) After inspecting each blade as required by paragraph (a) of this AD:

(1) Unless accomplished previously, before further flight, using a 24" (500mm) straight edge, measure the clearance between the lower edge of the straight edge and the upper surface of the blade assembly at the blade-to-tip cap junction by following the Accomplishment Instructions, paragraph 2.B.2. of the Alert Telex, except contacting the manufacturer is not required. This initial clearance distance is called "DO".

(2) Thereafter, before the first flight of each day and on or before reaching each 10-hour TIS interval during the day, measure the clearance between the lower edge of the

straight edge and the upper surface of the blade assembly at the blade-to-tip cap junction for each blade as required by paragraph (b)(1) of this AD. If the measured clearance is equal to or greater than "DO" + 2mm, replace the blade with an airworthy blade before further flight.

(c) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Safety Management Group, Rotorcraft Directorate, FAA, for information about previously approved alternative methods of compliance.

(d) Special flight permits will not be issued.

(e) The inspections and measurement shall be done in accordance with Eurocopter Alert Telex No. 05A004, dated November 3, 2003. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005, telephone (972) 641-3460, fax (972) 641-3527. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

(f) This amendment becomes effective on June 29, 2004.

Note: The subject of this AD is addressed in Direction Generale De L'Aviation Civile (France) AD No. F-2003-418, dated December 24, 2003.

Issued in Fort Worth, Texas, on June 1, 2004.

David A. Downey,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 04-12905 Filed 6-10-04; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 71

[Docket No. FAA-2003-14849; Airspace Docket No. 03-AWP-7]

Establishment of Class E Airspace; Beckwourth, CA

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action establishes a Class E airspace area at Beckwourth, CA. The establishment of an Area Navigation (RNAV) Global Positioning System (GPS) Instrument Approach Procedure (IAP) RNAV (GPS) Runway (RWY) 25,