

interval during the day, inspect for correct alignment of the blade tip cap junction in the flapping direction as shown in Figure 3 and by following the Accomplishment Instructions, paragraph 2.B.4., Eurocopter France Alert Service Bulletin 62A006, dated May 18, 2004 (ASB), except this AD does not require you to contact the manufacturer.

(A) During the initial alignment inspection, mark the position of the ruler and record the initial clearance value of "DO" by following the Accomplishment Instructions, paragraph 2.B.3.a)3. through 2.B.3.a)6. of the ASB. The initial clearance distance between the lower edge of the 24 inch (500mm) straight edge ruler and the upper surface of the blade assembly at the blade-to-tip cap junction is called "DO."

(B) If the measured clearance as determined by paragraph 2.B.4. of the ASB is equal to or greater than "DO" + 2mm, replace the blade with an airworthy blade before further flight.

(i) Within the next 3 months, remove and inspect each blade for the correct wedge position, a crack in the tenon, correct alignment of the blade tip cap, and erosion in the leading edge in Zone 1 by following the Accomplishment Instructions, paragraph 2.B. of the ASB except this AD does not require you to contact the manufacturer.

(A) If the wedge is incorrect (dissymmetrical position) as shown in Figure 2 of the ASB, using a 10x or higher magnifying glass and a light, inspect the imbedded portion of the tenon as shown in Figure 5 of the ASB for a crack by following the Accomplishment Instructions, paragraph 2.B.3., of the ASB.

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

(2) If no crack is found in the tenon, inspect the end of the leading edge of the blade for erosion in Zone 1 as shown in Figure 7 of the ASB.

(B) If the wedge position is correct (symmetrical position) as shown in Figure 1 of the ASB, inspect the end of the leading edge of the blade for erosion in Zone 1 as shown in Figure 7 of the ASB.

(C) Thereafter, on or before 660 hours TIS and at intervals not to exceed 660 hours TIS, remove the blade and the blade tip cap, scrap the 35 attachment screws, and inspect the end of the leading edge of the blade for erosion in Zone 1 as shown in Figure 7 of the ASB.

(3) For a blade with a S/N of 809 or greater:

(i) For a blade that has less than 660 hours TIS, on or before 660 hours TIS and thereafter, at intervals not to exceed 660 hours TIS, remove the blade and the blade tip cap, scrap the 35 attachment screws, and inspect the end of the leading edge of the blade for erosion in Zone 1 as shown in Figure 7 of the ASB.

(ii) For a blade that has 660 or more hours TIS, on or before 100 hours TIS and thereafter, at intervals not to exceed 660 hours TIS, remove the blade and the blade tip cap, scrap the 35 attachment screws, and inspect the end of the leading edge of the blade for erosion in Zone 1 as shown in Figure 7 of the ASB.

(4) If any inspection of the end of the leading edge of a blade in Zone 1, as shown in Figure 7 of the ASB, results in:

(i) Erosion in Zone 1—clean and caulk the eroded zone by following the Accomplishment Instructions, paragraph 2.B.6., of the ASB, and reinstall the blade tip cap and caulk the gap in accordance with the Accomplishment Instructions, paragraph 2.B.7, of the ASB.

(ii) No Erosion in Zone 1—reinstall the blade tip cap and caulk the gap in accordance with the Accomplishment Instructions, paragraph 2.B.7., of the ASB.

#### Differences Between This AD and the MCAI

(f) We have identified the following differences:

(1) We refer to the actions required by this AD by using the word "inspect" rather than "check" to indicate that the actions are done by a mechanic rather than a pilot.

(2) We do not require you to contact the manufacturer as specified in the service information.

(3) We use the words "hours time-in-service" rather than "flight hours."

(4) We did not use the compliance date of September 30, 2004 to remove affected blades because that date has passed.

#### Other Information

(g) Alternative Methods of Compliance (AMOCs): The Manager, Safety Management Group, FAA, ATTN: Jim Grigg, Aviation Safety Engineer, Fort Worth, Texas 76193-0112, telephone (817) 222-5126, fax (817) 222-5961, has the authority to approve AMOCs for this AD, if requested, using the procedures found in 14 CFR 39.19.

#### Related Information

(h) MCAI Airworthiness Directive AD No. F-2004-106, Revision A, dated July 7, 2004, contains related information.

#### Air Transport Association of America (ATA) Tracking Code

(i) ATA Code 6210: Rotor(s).

Issued in Fort Worth, Texas, on October 1, 2008.

#### Mark R. Schilling,

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

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## FEDERAL MINE SAFETY AND HEALTH REVIEW COMMISSION

### 29 CFR Part 2700

#### Procedural Rules

**AGENCY:** Federal Mine Safety and Health Review Commission.

**ACTION:** Advanced notice of proposed rulemaking; extension of comment period.

**SUMMARY:** The Federal Mine Safety and Health Review Commission (the "Commission") previously published,

on September 2, 2008, an advanced notice of proposed rulemaking seeking suggestions for improving its procedures for processing requests for relief from default. The notice provided that the comment period would end on November 3, 2008. A request was made that the comment period be extended to November 17, and the Commission has agreed to do so.

**DATES:** Comments must be submitted on or before November 17, 2008.

**ADDRESSES:** Comments and questions may be mailed to Michael A. McCord, General Counsel, Office of the General Counsel, Federal Mine Safety and Health Review Commission, 601 New Jersey Avenue, NW., Suite 9500, Washington, DC 20001, or sent via facsimile to 202-434-9944.

**FOR FURTHER INFORMATION CONTACT:** Michael A. McCord, General Counsel, Office of the General Counsel, 601 New Jersey Avenue, NW., Suite 9500, Washington, DC 20001; telephone 202-434-9935; fax 202-434-9944.

**SUPPLEMENTARY INFORMATION:** On September 2, 2008, the Commission published an advanced notice of proposed rulemaking seeking suggestions for improving its procedures for processing requests for relief from default and reducing the number of cases in which a party seeks relief before the Commission after default. 73 FR 51256. The notice provided that the comment period would end on November 3, 2008. The Commission received a request that the comment period be extended to November 17. The Commission has agreed to extend the comment period in order to increase the opportunity of the interested public to provide any comments or suggestions on the Commission's procedures for processing requests for relief from default. Comments on the proposed rules must be submitted on or before November 17, 2008.

Dated: October 15, 2008.

**Michael F. Duffy,**

*Chairman, Federal Mine Safety and Health Review Commission.*

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