

Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

Note 5: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(h) 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 airplane to a location where the requirements of this AD can be accomplished.

(i) The actions shall be done in accordance with the following Fokker service bulletins, which contain the specified effective pages:

Service bulletin referenced and date	Page No.	Revision level shown on page	Date shown on page
SBF100-24-032, September 12, 1996	1-46	Original	September 12, 1996.
SBF100-24-032, Revision 1, April 25, 1997	1-4, 7-62	1	April 25, 1997.
	5-6	Original	September 12, 1996.
SBF100-24-032, Revision 2, July 28, 1997	1-2, 13, 15, 29-30	2	July 28, 1997.
	3-4, 7-12, 14, 16-28, 31-62	1	April 25, 1997.
	5-6	Original	September 12, 1996.

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 Fokker Services B.V., Technical Support Department, P.O. Box 75047, 1117 ZN Schiphol Airport, the Netherlands. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 6: The subject of this AD is addressed in Dutch airworthiness directive BLA 1995-089/4, dated September 30, 1996.

(j) This amendment becomes effective on March 23, 1998.

Issued in Renton, Washington, on January 30, 1998.

Stewart R. Miller,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-2825 Filed 2-5-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-SW-23-AD; Amendment 39-10313; AD 97-15-15]

RIN 2120-AA64

Airworthiness Directives; Eurocopter France Model SA-365N, SA-365N1, and SA-366G1 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This document publishes in the **Federal Register** an amendment adopting Airworthiness Directive (AD) 97-15-15, which was sent previously to all known U.S. owners and operators of Eurocopter France Model SA-365N, SA-365N1, and SA-366G1 helicopters

by individual letters. This AD requires an inspection of the main gearbox magnetic plug (magnetic plug) and the main gearbox oil filter (oil filter) for ferrous chips; vibration measurements, if necessary; and replacement of the main gearbox if a specified quantity of ferrous chips are discovered, or if abnormal vibrations are identified at a certain frequency. This amendment is prompted by two recent reports of cracks found in planetary gear shafts (gear shafts) in main gearboxes that have not been modified in accordance with MOD 077244. The actions specified by this AD are intended to detect cracks in the gear shaft which could lead to failure of the gear shaft, failure of the transmission, and subsequent loss of control of the helicopter.

DATES: Effective February 23, 1998, to all persons except those persons to whom it was made immediately effective by priority letter AD 97-15-15, issued on July 18, 1997, which contained the requirements of this amendment.

Comments for inclusion in the Rules Docket must be received on or before April 7, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Regional Counsel, Southwest Region, Attention: Rules Docket No. 97-SW-23-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

FOR FURTHER INFORMATION CONTACT: Mr. Shep Blackman, Aerospace Engineer, Rotorcraft Standards Staff, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5296, fax (817) 222-5961.

SUPPLEMENTARY INFORMATION: On July 18, 1997, the FAA issued priority letter AD 97-15-15, applicable to Eurocopter France Model SA-365N, SA-365N1, and SA-366G1 helicopters, which requires an inspection of the magnetic

plug and the oil filter for ferrous chips; vibration measurements, if necessary; and replacement of the main gearbox if a specified quantity of ferrous chips are discovered, or if abnormal vibrations are identified at a certain frequency.

That action was prompted by two recent reports of cracks found in gear shafts in main gearboxes, part number (P/N) 365A32-6000-00, 365A32-6000-02, 365A32-6001-00, or 366A32-0001-00, that have not been modified in accordance with MOD 077244. Upon inspection, the manufacturer discovered that 13 main gearbox epicyclic modules were assembled at the factory with mismatched planetary gear tooth to ring gear radii. This produces higher than normal gear tooth loading stresses which substantially reduce the fatigue life of the gear shaft. This condition, if not corrected, could result in cracks in the gear shaft, failure of the transmission, and subsequent loss of control of the helicopter.

Eurocopter France has issued Telex Service No. 0035/00188/97, dated July 7, 1997, and Telex Service No. 00037/00190/97, dated July 9, 1997, which specify checks of the oil filter after the last flight of each day for cracks; and also specify performing vibration measurements if metal chips are found on the magnetic plug or in the oil filter, or if abnormal vibrations are reported by the crew. The DGAC classified these service telexes as mandatory, and issued AD 97-145-042(AB), dated July 10, 1997, and AD 97-164-020(AB), dated July 16, 1997.

These helicopter models are manufactured in France and are type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the Direction

Generale de L'Aviation Civile (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 that are certificated for operation in the United States.

Since the unsafe condition described is likely to exist or develop on other Eurocopter France Model SA-365N, SA-365N1, and SA-366G1 helicopters of the same type design, the FAA issued priority letter AD 97-15-15 to detect cracks in the gear shaft which could lead to failure of the gear shaft, failure of the transmission, and subsequent loss of control of the helicopter. The AD requires an inspection of the magnetic plug for ferrous chips after each flight when the main rotor is stopped, and an inspection of the oil filter for ferrous chips after the last flight of each day or at intervals not to exceed 12 hours time-in-service, whichever occurs first. If ferrous chips are discovered as a result of either inspection, or if abnormal vibrations are reported by the flight crew, then vibration measurements must be performed on the ground. If vibration levels above the helicopter's basic data are identified at a frequency of 26.07 HZ, or if an accumulation of ferrous chips found on the magnetic plug and in the oil filter is equal to or greater than an area of 0.08 in² (50 mm²), removal of the main gearbox before further flight and replacement with an airworthy main gearbox is required.

Since it was found that immediate corrective action was required, notice and opportunity for prior public comment thereon were impracticable and contrary to the public interest, and good cause existed to make the AD effective immediately by individual letters issued on July 18, 1997 to all known U.S. owners and operators of Eurocopter France Model SA-365N, SA-365N1, and SA-366G1 helicopters. These conditions still exist, and the AD is hereby published in the **Federal Register** as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13) to make it effective to all persons.

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, both before and after the closing date for comments, 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 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. 97-SW-23-AD." The postcard will be date stamped and returned to the commenter.

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 implications to warrant the preparation of a Federalism Assessment.

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, 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:

AD 97-15-15 Eurocopter France:

Amendment 39-10313. Docket No. 97-SW-23-AD.

Applicability: Model SA-365N, SA-365N1, and SA-366G1 helicopters, with main gearbox, part number (P/N) 365A32-6000-00, 365A32-6000-02, 365A32-6001-00, or 366A32-0001-00, installed, but not modified in accordance with MOD 077244, certificated in any category.

Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (g) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the 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: Required as indicated, unless accomplished previously.

To detect cracks in the gear shaft which could lead to failure of the gear shaft, failure of the transmission, and subsequent loss of control of the helicopter, accomplish the following:

(a) Following each flight, when the main rotor is stopped, inspect the main gearbox magnetic plug (magnetic plug) for ferrous chips.

(b) Following the last flight of each day, or at intervals not to exceed 12 hours time-in-service, whichever occurs first, inspect the main gearbox oil filter (oil filter) for ferrous chips.

(c) If the total surface area covered by ferrous chips on the magnetic plug and in the oil filter is equal to or greater than 0.08 in²

(50mm²), remove the main gearbox before further flight and replace with an airworthy main gearbox.

(d) If the inspections specified in paragraph (a) or (b) of this AD reveal the presence of any ferrous chips on either the magnetic plug or in the oil filter, or if abnormal vibrations are reported by the flight crew, then perform main gearbox vibration measurements on the ground.

Note 2: MET work card CT 05.53.00.221 describes an appropriate main gearbox vibration measurement technique for model SA-365N and SA-365N1 helicopters. MET work card CT 05.53.00.220 is applicable for model SA-366G1 helicopters.

(e) If vibration levels above the helicopter's basic data are identified at a frequency of 26.07HZ, replace the main gearbox with an airworthy gearbox before further flight.

Note 3: Interpretation of results is made by comparing the reading with previously obtained data when the aircraft vibration level was acceptable (i.e., reading performed upon aircraft acceptance or when main gearbox was installed).

(f) Installation of MOD 077244 constitutes terminating action for the requirements of this AD.

(g) 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, Rotorcraft Standards Staff, Rotorcraft Directorate, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Rotorcraft Standards Staff.

Note 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Standards Staff.

(h) Special flight permits will not be issued.

(i) This amendment becomes effective on February 23, 1998, to all persons except those persons to whom it was made immediately effective by Priority Letter AD 97-15-15, issued July 18, 1997, which contained the requirements of this amendment.

Note 5: The subject of this AD is addressed in Direction Generale de L'Aviation Civile (France) AD 97-145-042(AB), dated July 10, 1997, and AD 97-164-020(AB), dated July 16, 1997.

Issued in Fort Worth, Texas, on January 30, 1998.

Henry A. Armstrong,

Manager, Rotorcraft Directorate, Aircraft Certification Office.

[FR Doc. 98-2969 Filed 2-5-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Coast Guard

33 CFR Parts 100 and 165

[CGD 98-004]

Safety Zones, Security Zones, and Special Local Regulations

AGENCY: Coast Guard, DOT.

ACTION: Notice of temporary rules issued.

SUMMARY: This document provides required notice of substantive rules adopted by the Coast Guard and temporarily effective between October 1, 1997 and December 31, 1997, which were not published in the **Federal Register**. This quarterly notice lists temporary local regulations, security zones, and safety zones, which were of limited duration and for which timely publication in the **Federal Register** may not have been possible.

DATES: This notice lists temporary Coast Guard regulations that became effective and were terminated between October 1, 1997 and December 31, 1997, as well as several regulations which were not included in the previous quarterly list.

ADDRESSES: The complete text of these temporary regulations is available on request, from the Executive Secretary, Marine Safety Council (G-LRA/3406), U.S. Coast Guard Headquarters, 2100 Second Street, SW., Washington, DC 20593-0001, or may be viewed and copied in room 3406 of the same address between 9:30 a.m. and 2 p.m., Monday through Friday, except Federal holidays. The telephone number is (202) 267-1477.

FOR FURTHER INFORMATION CONTACT: Lieutenant Christopher S. Keane at (202) 267-6233 between the hours of 8 a.m. and 3 p.m., Monday through Friday.

SUPPLEMENTARY INFORMATION: District Commanders and Captains of the Post (COTP) must be immediately responsive to the safety needs of the waters within their jurisdiction; therefore, District Commanders and COTPs have been delegated the authority to issue certain local regulations. Safety zones may be established for safety or environmental purposes. A safety zone may be

stationary and described by fixed limits or it may be described as a zone around a vessel in motion. Security zones limit access to vessels, ports, or waterfront facilities to prevent injury or damage. Special local regulations are issued to enhance the safety of participants and spectators at regattas and other marine events. Timely publication of these regulations in the **Federal Register** is often precluded when a regulation responds to an emergency, or when an event occurs without sufficient advance notice. However, the affected public is informed of these regulations through Local Notices to Mariners, press releases, and other means. Moreover, actual notification is provided by Coast Guard patrol vessels enforcing the restrictions imposed by the regulation. Because mariners are notified by Coast Guard officials on-scene prior to enforcement action, **Federal Register** notice is not required to place the special local regulation, security zone, or safety zone in effect. However, the Coast Guard, by law, must publish in the **Federal Register** notice of substantive rules adopted. To discharge this legal obligation without imposing undue expense on the public, the Coast Guard periodically publishes a list of these temporary special local regulations, security zones, and safety zones. Permanent regulations are not included in this list because they are published in their entirety in the **Federal Register**. Temporary regulations may also be published in their entirety if sufficient time is available to do so before they are placed in effect or terminated. The safety zones, special local regulations and security zones listed in this notice have been exempted from review under Executive Order 12866 because of their emergency nature, or limited scope and temporary effectiveness.

The following regulations were placed in effect temporarily during the period October 1, 1997 and December 31, 1997, unless otherwise indicated.

Dated: February 2, 1998.

Michael L. Emge,

Commander, U.S. Coast Guard, Executive Secretary, Marine Safety Council.

QUARTERLY REPORT

COTP docket	Location	Type	Effective date
Houston/Galveston 97-007	Houston, TX	Safety Zone	11/12/97
Houston/Galveston 97-008	Houston, TX	Safety Zone	12/14/97
Houston/Galveston MSU 97-107	Freeport, TX	Safety Zone	11/25/97
Houston/Galveston MSU 97-109	San Leon, TX	Safety Zone	12/8/97
Huntington 97-006	Kanawha River, M. 72.5 to 74.5	Safety Zone	11/20/97