

(b) Before further flight, and thereafter at intervals not to exceed 15 hours time-in-service (TIS), at each bearing support:

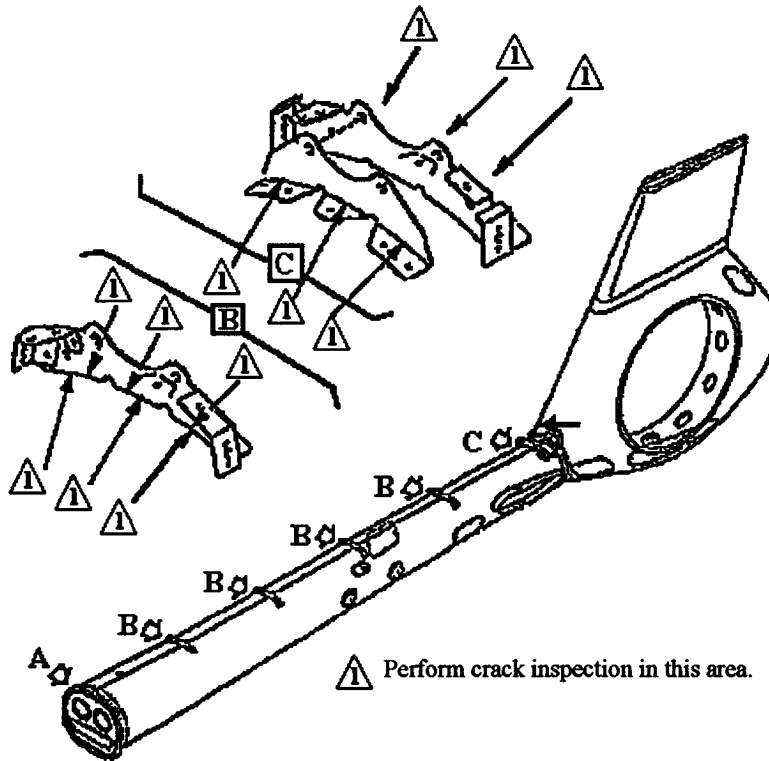
(1) Inspect each bearing attaching lock plate that was installed with the Fenestron

Shaft Retrofit Kit L 535M3002 882 for bent-open tabs.

(2) Inspect for broken or missing slippage marks that may indicate looseness or rotation of attaching hardware.

(3) If a lock plate tab is bent open on bearing supports A, B, or C (shown in Figure 1), or if slippage marks are broken or missing, contact the Manager, Rotorcraft Standards Staff.

BILLING CODE 4910-13-P



Inspection of Bearing Supports  
Figure 1

BILLING CODE 4910-13-C

(c) Before further flight, and thereafter at intervals not to exceed 15 hours TIS, using a 6-power or higher magnifying glass and a bright light, visually inspect bearing supports B and C as shown in Figure 1 for cracks. If a crack is found, replace the bearing support with an airworthy bearing support.

(d) 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, 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 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Standards Staff.

(e) Special flight permits will not be issued.

(f) This amendment becomes effective on July 13, 1998, to all persons except those persons to whom it was made immediately effective by Priority Letter AD 98-09-11, issued April 17, 1998, which contained the requirements of this amendment.

**Note 3:** The subject of this AD is addressed in Luftfahrt-Bundesamt (Federal Republic of Germany) AD 1998-033/5, dated April 6, 1998.

Issued in Fort Worth, Texas, on June 18, 1998.

**Eric Bries,**

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

[FR Doc. 98-17023 Filed 6-25-98; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-SW-65-AD; Amendment 39-10619; AD 98-13-28]

RIN 2120-AA64

**Airworthiness Directives; Agusta S.p.A. Model A109C and A109K2 Helicopters**

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that is applicable to Agusta S.p.A. (Agusta) Model A109C and A109K2 helicopters. This action requires a one-time inspection of each tail rotor blade (blade) for debonding, and if debonding exists which exceeds certain limits,

replacement of the blade with an airworthy blade. This amendment is prompted by two incidents in which helicopters lost a blade tip fairing during ground run-up. The actions specified in this AD are intended to prevent loss of the tip fairing on a blade, which could result in increased vibrations, loss of the tail rotor assembly, and subsequent loss of control of the helicopter.

**DATES:** Effective July 13, 1998.

Comments for inclusion in the Rules Docket must be received on or before August 25, 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-65-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

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

**SUPPLEMENTARY INFORMATION:** The Registro Aeronautico Italiano (RAI) which is the airworthiness authority for Italy, recently notified the FAA that an unsafe condition may exist on Agusta Model A109C and A109K2 helicopters. The RAI advises that a number of blades may have been incorrectly manufactured.

These helicopter models are manufactured in Italy 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 RAI has kept the FAA informed of the situation described above. The FAA has examined the findings of the RAI, 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 an unsafe condition has been identified that is likely to exist or develop on other Agusta Model A109C and A109K2 of the same type design registered in the United States, this AD is being issued to prevent loss of the tip fairing on the blade, which could result in increased vibrations, loss of the tail rotor assembly, and subsequent loss of control of the helicopter.

The short compliance time involved is required because the previously described critical unsafe condition can adversely affect the controllability of the

helicopter. Therefore, inspection of the blades is required prior to further flight, 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 22 helicopters of U.S. registry will be affected by this AD, that it will take approximately 3 hours to accomplish the inspection and replacement, if necessary, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$11,000 per helicopter. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$245,960.

#### 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-65-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 98-13-28 AGUSTA S.p.A.:** Amendment 39-10619. Docket No. 97-SW-65-AD.

**Applicability:** Model A109C and A109K2 helicopters, with tail rotor blades (blades), part number (P/N) 109-8132-01-107, serial number A5-all dash numbers, installed, 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 (d) 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 before further flight, unless accomplished previously.

To prevent loss of the tip fairing on the blade, which could result in increased vibrations, loss of the tail rotor assembly, and subsequent loss of control of the helicopter, accomplish the following:

(a) Perform a one-time inspection of each tail rotor blade for debonds. The area to be

inspected is located in a spanwise band from 620.0 mm to 670.0 mm (24.4 to 26.4 inches), as measured outboard from the blade retention bolt centerline. Inspect the entire blade surface on both sides of each blade within this band (see Figure 1).

**Note 2:** Agusta Bollettino Tecnico (Technical Bulletin) Number 109K-15, Revision A, dated April 18, 1997, pertains to the subject of this AD.

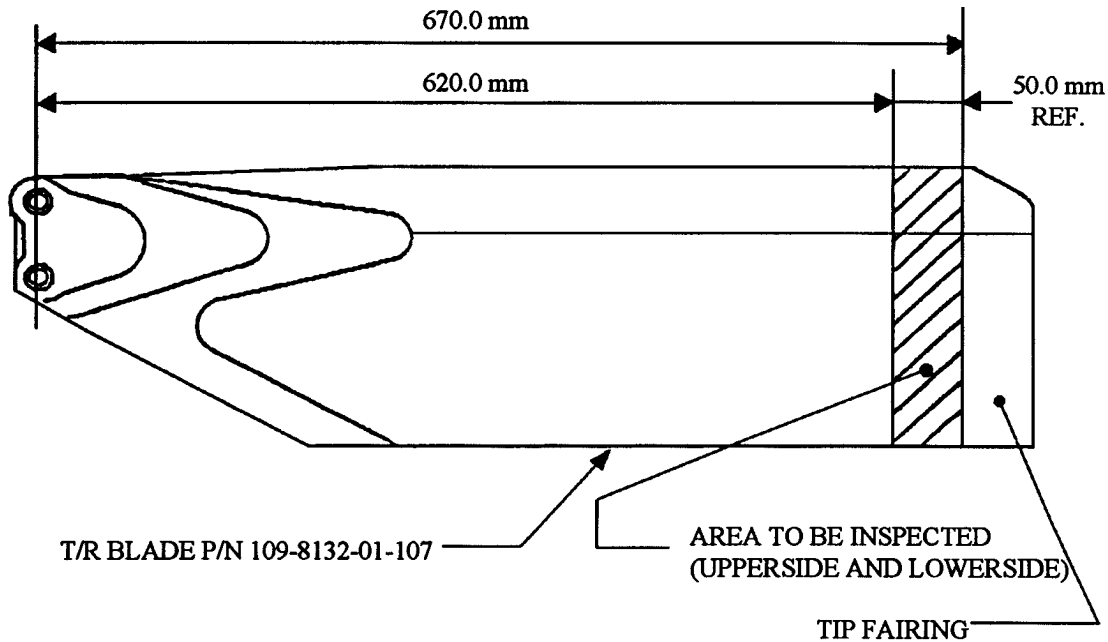


Figure 1

(b) Perform a tapping inspection to detect debonds within the blade surface area identified in paragraph (a) of this AD, using an aluminum hammer, P/N 109-3101-58-2, or equivalent. The presence of paint cracks on the tail rotor blade upper or lower surface in the tip fairing area at the 670.0 mm spanwise location (see Figure 1) may indicate that debonds exist.

(c) Any blade that does not meet the allowable debond criteria specified in the applicable maintenance manual must be replaced with an airworthy blade before further flight.

(d) 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, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff. 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 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Rotorcraft Standards Staff.

(e) 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 helicopter to a location where the requirements of this AD can be accomplished.

(f) This amendment becomes effective on July 13, 1998.

**Note 4:** The subject of this AD is addressed in Registro Aeronautico Italiano (Italy) AD 97-124 and AD 97-125, both dated April 30, 1997.

Issued in Fort Worth, Texas, on June 15, 1998.

**Eric Bries,**

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

[FR Doc. 98-16612 Filed 6-25-98; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-CE-60-AD; Amendment 39-10634; AD 98-13-41]

RIN 2120-AA64

#### Airworthiness Directives; Cessna Aircraft Company Model 172R Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that applies to certain Cessna Aircraft Company (Cessna) Model 172R airplanes. This action requires: inspecting for incorrectly routed aileron control cables in the center console area; inspecting for incorrectly routed aileron control cables in the right-hand (RH)