

Eurocopter Service Bulletin AS 355, No. 01.39, Revision 1, dated April 21, 1994.

Note 2: The MGB switch P/N is engraved on the MGB switch casing.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used when approved by the Manager, Rotorcraft Standards Staff, FAA, Rotorcraft Directorate. 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) The check, removal, and replacement shall be done in accordance with Eurocopter Service Bulletin AS 355 No. 01.39, Revision 1, dated April 21, 1994. 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 American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005. Copies may be inspected at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on June 9, 1995.

Issued in Fort Worth, Texas, on May 17, 1995.

Eric Bries,

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

[FR Doc. 95-12607 Filed 5-24-95; 8:45 am]

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14 CFR Part 39

[Docket No. 95-SW-10-AD; Amendment 39-9240; AD 95-11-06]

Airworthiness Directives; Societe Nationale Industrielle Aerospatiale and Eurocopter France Model AS-350B, BA, D, B1, and B2 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 Societe Nationale Industrielle Aerospatiale and Eurocopter France (Eurocopter France) Model AS-350B, BA, D, B1, and B2 helicopters. This action requires a check to ensure that the main gearbox (MGB) oil pressure warning light illuminates during each shutdown of the helicopter engine until the MGB oil pressure switch (switch) is removed and replaced. This amendment is prompted

by a malfunction of the MGB switch. This condition, if not corrected, could result in failure to detect a loss of MGB oil pressure, loss of the MGB, loss of power to the main rotor system, and subsequent loss of control of the helicopter.

DATES: Effective June 9, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of June 9, 1995.

Comments for inclusion in the Rules Docket must be received on or before July 24, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-SW-10-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

The service information referenced in this AD may be obtained from American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005. This information may be examined at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Richard Monschke, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5116, fax (817) 222-5961.

SUPPLEMENTARY INFORMATION: The Direction Generale De L'Aviation Civile, which is the airworthiness authority for France, has notified the FAA that an unsafe condition may exist on Eurocopter France Model AS-350B, BA, D, B1, and B2 helicopters. The Direction Generale De L'Aviation Civile advises that a possible malfunction of the MGB switch, part number (P/N) 704A37-721-082 (S1130-021-082), modification number 350A07-7141, was reported by the manufacturer.

Eurocopter France has issued Eurocopter Service Bulletin AS 350 No. 01.43, Revision 1, dated April 21, 1994, which specifies a check each time the rotor is stopped to ensure that the MGB oil pressure warning light illuminates, and removal of the MGB switch, P/N 704A37-721-082 (S1130-021-082), modification number 350A07-7141, and replacement with an airworthy MGB switch. The Direction Generale De L'Aviation Civile classified this service bulletin as mandatory and issued AD 94-087-068(B) in order to assure 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 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 has kept the FAA informed of the situation described above. The FAA has examined the findings of the Direction Generale De L'Aviation Civile, 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 Eurocopter France Model AS-350B, BA, D, B1, and B2 helicopters of the same type design registered in the United States, this AD is being issued to prevent an undetected loss of MGB oil pressure, loss of the MGB, loss of power to the main rotor system, and subsequent loss of control of the helicopter. This AD requires a check during each shutdown of the helicopter engine to ensure that the MGB oil pressure warning light illuminates and, removal of the MGB switch, P/N 704A37-721-082 (S1130-021-082), modification number 350A07-7141, and replacement with MGB switch, P/N 704A37-721-089 (S1130-021-089), modification number 350A07-7152, or Jaeger MGB switch, P/N 704A37-721-014 (068651.54/350A32-3134-00), within 30 days after the effective date of this AD. The owner/operator check does not require the use of tools, precision measuring equipment, training, pilot logbook endorsements, or the use of technical data not contained in the AD. Additionally, this owner/operator check is considered part of the normal engine shutdown checks. This check may be performed by an owner/operator holding at least a private pilot certificate and must be entered into the aircraft records showing compliance with this AD in accordance with sections 43.11 and 91.417(a)(2)(v) of the Federal Aviation Regulations. An undetected loss of oil pressure could result in a forced autorotative landing due to loss of power to the main rotor system. Due to the short compliance time and the criticality of the failure of the MGB switch to detect a loss of oil pressure, this AD is being issued immediately. The actions are required to be

accomplished in accordance with the service bulletin described previously.

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.

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. 95-SW-10-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, 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. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR section 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive to read as follows:

95-11-06 Societe Nationale Industrielle Aerospatiale and Eurocopter France:
Amendment 39-9240. Docket No. 95-SW-10-AD.

Applicability: Model AS-350B, BA, D, B1, and B2 helicopters, with main gearbox (MGB) oil pressure switch (switch) part number (P/N) 704A37-721-082 (S1130-021-082), modification number 350A07-7141, 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 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 of 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 prevent an undetected loss of MGB oil pressure, loss of the MGB, loss of power to the main rotor system, and subsequent loss of control of the helicopter, accomplish the following:

(a) Until the MGB switch installation required by paragraph (c) of this AD is accomplished, during each shutdown of the helicopter engine, check to ensure that the MGB oil pressure warning light illuminates. If it does not illuminate, before further flight, replace the MGB switch in accordance with paragraph (c) of this AD.

(b) The operational check required by paragraph (a) of this AD may be performed by an owner/operator holding at least a private pilot certificate and must be entered into the aircraft records showing compliance with this AD in accordance with 14 CFR sections 43.11 and 91.417(a)(2)(v).

(c) Within 30 days after the effective date of this AD, remove the MGB switch, P/N 704A37-721-082 (S1130-021-082), modification number 350A07-7141, and replace with MGB switch, P/N 704A37-721-089 (S1130-021-089), modification number 350A07-7152, or Jaeger MGB switch, P/N 704A37-721-014 (068651.54/350A32-3134-00) in accordance with paragraph CC (1) of Eurocopter Service Bulletin AS-350, No. 01.43, Revision 1, dated April 21, 1994.

Note 2: The MGB switch P/N is engraved on the MGB switch casing.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used when approved by the Manager, Rotorcraft Standards Staff, FAA, Rotorcraft Directorate. 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) The check, removal, and replacement shall be done in accordance with Eurocopter Service Bulletin AS-350, No. 01.43, Revision 1, dated April 21, 1994. 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 American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005. Copies may be inspected at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on June 9, 1995.

Issued in Fort Worth, Texas, on May 17, 1995.
Eric Bries,
*Acting Manager, Rotorcraft Directorate,
 Aircraft Certification Service.*
 [FR Doc. 95-12608 Filed 5-24-95; 8:45 am]
 BILLING CODE 4910-13-P

14 CFR Part 71

[Airspace Docket No. 95-AWP-7]

Amendment of Class E Airspace Areas

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends Class E airspace areas at Hilo International, General Field, HI, Kaneohe Marine Corps Air Station (MCAS), HI, Lihue Airport, HI, and Crows Landing Naval Auxiliary Landing Field (NALF), CA. Presently, the Class E2 airspace areas at Hilo, HI, Kaneohe MCAS, HI, and Lihue, HI, are incorrectly referenced in the Airport/Facility Directory. This action will correct that error by properly referencing these Class E airspace areas in the Airport/Facility Directory, Pacific Chart Supplement. This action also corrects an error in the geographic coordinates of the E2 airspace area at Crows Landing NALF, CA, and the E4 airspace area at Hilo, HI.

EFFECTIVE DATE: 0901 UTC, July 20, 1995.

FOR FURTHER INFORMATION CONTACT: Scott Speer, System Management Specialist, System Management Branch, AWP-530, Air Traffic Division, Western-Pacific Region, Federal Aviation Administration, 15000 Aviation Boulevard, Lawndale, California 90261, telephone (310) 297-0010.

SUPPLEMENTARY INFORMATION:

The Rule

This action correctly references the Class E2 airspace areas at Hilo, HI, Kaneohe MCAS, HI, and Lihue, HI, in the Airport/Facility Directory of the Pacific Chart Supplement. This action also corrects an error in the geographic coordinates of the E2 airspace area at Crows Landing NALF, CA, and the E4 airspace area at Hilo, HI. This action is editorial in nature. I find that notice and public procedure under 5 U.S.C. 553(b) are unnecessary, because this action is a minor technical amendment in which the public is not particularly interested. Class E airspace designations are published in paragraphs 6002 and 6004 of FAA Order 7400.9B dated July 18, 1994, and effective September 16, 1994,

which is incorporated by reference in 14 CFR 71.1. The Class E airspace designations listed in this document will be published subsequently in the Order.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will not affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporated by reference, Navigation (air).

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—[AMENDED]

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. app. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.09B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, is amended as follows:

Paragraph 6002 Class E airspace area designated as a surface for an airport.

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AWP HI E2 Hilo, HI [Revised]

Hilo International, General Lyman Field, HI (Lat. 19°43'13"N, long. 155°02'55"W)

That airspace extending upward from the surface within a 4.3-mile radius of General Lyman Field. This Class E airspace is effective during the specific dated and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory, Pacific Chart Supplement.

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AWP HI E2 Kaneohe MCAS, HI [Revised]

Kaneohe MCAS, HI (Lat. 21°27'06"N, long. 157°46'10"W)

That airspace extending upward from the surface within a 4.3-mile radius of Kaneohe MCAS. This Class E airspace is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory, Pacific Chart Supplement.

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AWP HI E2 Lihue, HI [Revised]

Lihue Airport, HI (Lat. 21°58'34"N, long. 159°20'20"W)

That airspace extending upward from the surface within a 4.3-mile radius of Lihue Airport. This Class E airspace is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory, Pacific Chart Supplement.

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AWP CA E2 Crows Landing NALF, CA [Revised]

Crows Landing NALF, CA (Lat. 37°24'29"N, long. 121°06'34"W)
 Patterson Airport, CA (Lat. 37°28'07"N, long. 121°10'10"W)

That airspace extending upward from the surface within a 5-mile radius of Crows Landing NALF, excluding the airspace 3 miles west of and parallel to the 164°/344° bearing from/to Crows Landing NALF, and excluding that portion within a 1-mile radius of Patterson Airport. This Class E airspace is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

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Paragraph 6004 Class E airspace areas designated as an extension to a Class D surface area.

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AWP HI E4 Hilo, HI [Revised]

Hilo International, General Lyman Field, HI (Lat. 19°43'13"N, long. 155°02'55"W)
 Hilo VORTAC (Lat. 19°43'17"N, long. 155°00'39"W)

That airspace extending upward from the surface within 3 miles each of the Hilo VORTAC 090° radial, extending from the 4.3-mile radius of General Lyman Field to 8.7 miles east of the VORTAC. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory, Pacific Chart Supplement.