

(1) If there is any doubt as to whether there is a crack present, perform a dye-penetrant inspection in accordance with paragraph (2)(B)(1) of the service bulletin.

(2) If a crack is found, replace the support tripod with an airworthy support tripod.

Note 2: The FAA has requested the DGAC to contact the type certificate holder and solicit terminating action that would eliminate the recurring inspection requirement of this AD.

(b) Remove from service any support tripod, P/N 341A23-1136-00, -01, or -02, which has accumulated 9,000 or more hours TIS, and replace it with an airworthy support tripod.

(c) This AD revises the Limitation section of the maintenance manual by establishing a new retirement life for the support tripod, P/N 341A23-1136-00, -01, and -02, of 9,000 hours TIS.

(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, 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 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) The inspections and replacement, if necessary, shall be done in accordance with Eurocopter SA 341/342 Service Bulletin No. 05.32, dated July 17, 1997. 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, 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 Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on April 6, 1998.

Note 4: The subject of this AD is addressed in Direction Generale De L'Aviation Civile (France) AD 97-144-038(B), dated July 2, 1997.

Issued in Fort Worth, Texas, on March 12, 1998.

Eric Bries,

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

[FR Doc. 98-7247 Filed 3-19-98; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-SW-31-AD; Amendment 39-10414; AD 98-06-35]

RIN 2120-AA64

Airworthiness Directives; Eurocopter France Model SA-366G1 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 Eurocopter France Model SA-366G1 helicopters. This action requires initial and repetitive inspections of the tail rotor blade Kevlar tie-bar (Kevlar tie-bar) for delaminations. This amendment is prompted by a report of delamination of a Kevlar tie-bar. The actions specified in this AD are intended to detect delaminations of the Kevlar tie-bar, that could result in loss of anti-torque function and subsequent loss of control of the helicopter.

DATES: Effective April 6, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 6, 1998.

Comments for inclusion in the Rules Docket must be received on or before May 19, 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-31-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, 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 Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Mike Mathias, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5123, fax (817) 222-5961.

SUPPLEMENTARY INFORMATION: The Direction Generale De L'Aviation Civile

(DGAC), which is the airworthiness authority for France, recently notified the FAA that an unsafe condition may exist on Model SA-366G1 helicopters. The DGAC advises that delamination outside certain tolerance limits may occur on Kevlar tie-bars.

Eurocopter France has issued Eurocopter France Telex Service Bulletin No. 05.19, dated August 19, 1992, which specifies visually checking the condition of the Kevlar tie-bar assembly for delamination around the blade-to-hub attachment point within 10 flying hours, and if delamination exists that is outside certain tolerance limits, removing the tail rotor blade and replacing it with an airworthy blade. Eurocopter France also issued Eurocopter France SA 366 Service Bulletin No. 05.20, Revision 3, dated November 14, 1996, which specifies repetitive visual inspections of the Kevlar tie-bar for delamination, and if delamination exists that is outside certain tolerance limits, removing the tail rotor blade and replacing it with an airworthy tail rotor blade at intervals of 250 flying hours. The DGAC classified these service bulletins as mandatory and issued DGAC AD 92-186-014(B)R4, dated December 4, 1996, in order to assure the continued airworthiness of these helicopters in France.

This helicopter model is manufactured in France and is 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 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.

The FAA estimates that 91 helicopters of U.S. registry will be affected by this AD, that it will take 4 work hours per helicopter to accomplish the actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$3,000 per helicopter. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$294,840.

Since an unsafe condition has been identified that is likely to exist or develop on other Eurocopter France Model SA-366G1 helicopters of the same type design registered in the United States, this AD is being issued to detect delaminations of the Kevlar tie-bar, that could result in loss of anti-

torque function and subsequent loss of control of the helicopter. The actions are required to be accomplished in accordance with the service bulletins described previously. The short compliance time involved is required because the previously described critical unsafe condition can adversely affect the controllability of the helicopter. Therefore, an initial inspection within 10 hours time-in-service 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.

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-31-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. 106(g), 40113, 44701.

§ 39.13 [Amended]

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

AD 98-06-35 Eurocopter France:

Amendment 39-10414. Docket No. 97-SW-31-AD.

Applicability: Model SA-366G1 helicopters, with tail rotor blades, part numbers (P/N) 365A12-0010—all dash numbers, 365A12-0020-01, 365A33-2131—all dash numbers, or 365A12-0020-03, 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 as indicated, unless accomplished previously.

To detect delaminations of the tail rotor blade Kevlar tie-bar (Kevlar tie-bar), that could result in loss of anti-torque function and subsequent loss of control of the helicopter, accomplish the following:

(a) Within 10 hours time-in-service (TIS), inspect each Kevlar tie-bar in accordance with paragraph CC of Eurocopter France Telex Service Bulletin 05.19, dated August 19, 1992. This initial inspection is not required for blade P/N 365A12-0020-03.

Note 2: Twisting the Kevlar tie-bar slightly when inspecting will make it easier to identify any faults.

(b) Within 250 hours TIS, and thereafter at intervals not to exceed 250 hours TIS, inspect each Kevlar tie-bar in accordance with paragraph 2.B of Eurocopter France Service Bulletin 05.20, Revision 3, dated November 14, 1996.

(c) If any delamination is found during any of the inspections required by paragraphs (a) or (b) of this AD, remove the blade and replace it 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, 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 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) The inspections shall be done in accordance with Eurocopter France Telex SB 05.19, dated August 19, 1992 and Eurocopter France SB 05.20, Revision 3, dated November 14, 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 American 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 76137; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on April 6, 1998.

Note 4: The subject of this AD is addressed in Direction Generale De L'Aviation Civile (France) AD 92-186-014(B)R4, dated December 4, 1996.

Issued in Fort Worth, Texas, on March 12, 1998.

Eric Bries,

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

[FR Doc. 98-7248 Filed 3-19-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF COMMERCE

International Trade Administration

19 CFR Part 351

[Docket No. 980313063-8063-01]

RIN 0625-AA51

Procedures for Conducting Five-year ("Sunset") Reviews of Antidumping and Countervailing Duty Orders

AGENCY: Import Administration, International Trade Administration, Department of Commerce.

ACTION: Interim final rules; request for comments.

SUMMARY: The Department of Commerce ("the Department") hereby amends its regulations on antidumping and countervailing duty proceedings on an interim basis in order to implement certain provisions of the Uruguay Round Agreements Act ("URAA").

The regulations provide, in particular, for procedures for conducting five-year ("sunset") reviews of antidumping and countervailing duty orders and suspended investigations pursuant to the provisions of sections 751(c) and 752 of the Tariff Act of 1930, as amended ("the Act").

DATES: Interim final regulations effective March 20, 1998. To be assured of consideration, written comments must be received not later than April 20, 1998. Rebuttal comments must be received not later than May 11, 1998.

ADDRESSES: A signed original and six copies of each set of comments, including reasons for any recommendation, along with a cover letter identifying the commenter's name and address, should be submitted to Robert S. LaRussa, Assistant Secretary for Import Administration, Central Records Unit, Room 1870, U.S. Department of Commerce, Pennsylvania

Avenue and 14th Street, NW, Washington, DC 20230; Attention: Sunset Procedural Regulations.

FOR FURTHER INFORMATION CONTACT: Melissa G. Skinner, Office of Policy, Import Administration, International Trade Administration, U.S. Department of Commerce, at (202) 482-1560, or Stacy J. Ettinger, Office of the Chief Counsel for Import Administration, U.S. Department of Commerce, at (202) 482-4618.

SUPPLEMENTARY INFORMATION:

Background

The Uruguay Round Agreements Act ("URAA") fundamentally revised the Act by requiring that antidumping ("AD") and countervailing duty ("CVD") orders be revoked, and suspended investigations be terminated, after five years unless revocation would be likely to lead to a continuation or recurrence of (1) dumping or a countervailable subsidy, and (2) material injury to the domestic industry. The URAA assigns to the Department the responsibility of determining whether revocation of an antidumping or countervailing duty order, or termination of a suspended investigation, would be likely to lead to a continuation or recurrence of dumping or a countervailable subsidy, and of providing to the International Trade Commission the magnitude of the margin of dumping or the net countervailable subsidy that is likely to prevail if the order is revoked or the suspended investigation is terminated. The URAA requires that the Department begin initiating sunset reviews in July 1998, that all sunset reviews of "transition orders"—those antidumping and countervailing duty orders and suspended investigations in effect on January 1, 1995, the effective date of the URAA—be initiated by December 31, 1999, and that all reviews of transition orders be completed by June 30, 2001. The URAA further requires that the Department initiate a sunset review of each order or suspended investigation that is not a "transition order" not later than 30 days before the fifth anniversary of publication of the order or suspension agreement in the **Federal Register**. Pursuant to section 751(c)(1) of the Act, initiation of sunset reviews is automatic. The Department intends to notify, in advance, all persons on the service list for each proceeding subject to a sunset review, of the approximate date of publication in the **Federal Register** of the automatic initiation of the sunset review.

The interim regulations described below address the procedures for

participation in, and conduct of, sunset reviews consistent with the statute and with the legislative history's commitment to provide further guidance on procedures. These regulations are effective on their date of publication in the **Federal Register** and apply to sunset reviews initiated on or after July 1, 1998. These rules will remain in effect until the Department adopts final regulations after considering comments in response to this notice of interim final rules.

Request for Comment

The Department solicits comments pertaining to these interim final regulations concerning conduct of sunset reviews. Initial comments should be received by the Assistant Secretary not later than April 20, 1998. Any rebuttals to the initial comments should be received by the Assistant Secretary not later than May 11, 1998. Commenters should file a signed original and six copies of each set of initial and rebuttal comments. All comments will be available for public inspection and photocopying in the Import Administration's Central Records Unit, Room B-099, between the hours of 8:30 am and 5:00 pm on business days.

Each person submitting a comment should include the commenter's name and address, and give reasons for any recommendations. To facilitate their consideration by the Department, initial and rebuttal comments should be submitted in the following format: (1) Number each comment in accordance with the number of the regulation being addressed; (2) begin each comment on a separate page; (3) provide a brief summary of the comment (a maximum of three sentences) and label this section "Summary of the Comment;" and (4) concisely state the issue identified and discussed in the comment and provide reasons for any recommendation.

To help simplify the processing and distribution of comments, the Department requests the submission of initial and rebuttal comments in electronic form to accompany the required paper copies. Comments filed in electronic form should be on a DOS formatted 3.5" diskette in either WordPerfect format or a format that the WordPerfect program can convert and import into WordPerfect. Please make each comment a separate file on the diskette and name each separate file using the number of the regulation being addressed in the comment.

Comments received on diskette will be made available to the public on the Internet at the following address: "http://www.ita.doc.gov/import_admin/