

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 99-11-11 Eurocopter France:

Amendment 39-11182. Docket No. 98-SW-47-AD. Supersedes AD 97-15-15, Amendment 39-10313, Docket No. 97-SW-23-AD.

Applicability: Model SA-365N, N1, N2, and N3 helicopters, serial numbers up to and including 6538, and SA-366G1 helicopters, certificated in any category.

Note 1: This AD applies to each helicopter identified in the preceding applicability provision, regardless of whether it has been otherwise 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 request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To detect cracks in the main gearbox (MGB) planetary gear shaft (shaft), which could lead to failure of the MGB and subsequent loss of control of the helicopter, accomplish the following:

(a) Within 25 hours time-in-service, install a MGB shaft vibration level monitoring unit (VLMU), in accordance with paragraph B. of the Accomplishment Instructions of either Eurocopter AS 365 Service Bulletin No. 31.00.03, applicable to Model SA-365N, N1, N2, and N3 helicopters; or Eurocopter SA 366 Service Bulletin No. 31.01, applicable to Model SA-366G1 helicopters, both dated June 23, 1998 (SB's).

(b) Before further flight, accomplish the following:

(1) Insert paragraphs 2D1), 2D2), and 2D3) of the SB's into the applicable Rotorcraft Flight Manual post-start normal procedures section.

(2) Insert the following statement in the Emergency Procedures section of the applicable Rotorcraft Flight Manual: "If vertical vibrations at approximately 4/rev frequency are detected, reduce power, land as soon as practicable, and perform a VLMU vibration level check."

(3) Insert the following statement into the Limitations section of the applicable Rotorcraft Flight Manual: "If the VLMU becomes inoperative, it must be returned to

service within 30 calendar days or the helicopter must be grounded until such repairs are made."

(c) If the VLMU becomes inoperative, inspect the MGB magnetic plug; it must be inspected before every flight and inspect the MGB oil filter each day in which flights are conducted or at intervals not to exceed 12 hours time-in-service, whichever occurs first. When metallic particles are found on either the magnetic plug or the oil filter element, conduct drive system ground vibration measurements 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 a 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 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 actions shall be done in accordance with the Eurocopter AS 365 Service Bulletin No. 31.00.03, or Eurocopter SA 366 Service Bulletin No. 31.01, both dated June 23, 1998, as applicable. 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 June 10, 1999.

Note 3: The subject of this AD is addressed in Direction Generale de L'Aviation Civile (France) AD 98-324-045(A), applicable to Model SA-365N helicopters, and AD 98-323-023(A), applicable to Model SA-366 helicopters, both dated August 12, 1998.

Issued in Fort Worth, Texas, on May 18, 1999.

Mark R. Schilling,

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

[FR Doc. 99-13320 Filed 5-25-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-SW-61-AD; Amendment 39-11181; AD 99-11-10]

RIN 2120-AA64

Airworthiness Directives; Eurocopter France Model AS 332L2 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 AS 332L2 helicopters with a certain power-loss printed circuit board (PCB) installed. This action requires replacing that power-loss PCB with an airworthy power-loss PCB. This amendment is prompted by malfunctions discovered during environmental testing of the power-loss PCB conducted by the manufacturer. The actions specified in this AD are intended to prevent incorrect engine status indications, random activation of the maximum rotor revolutions-per-minute (RPM) alarm, and failure to reset the One-Engine Inoperative (OEI) logic after an actual loss of power from one engine.

DATES: Effective June 10, 1999.

Comments for inclusion in the Rules Docket must be received on or before July 26, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Regional Counsel, Southwest Region, Attention: Rules Docket No. 98-SW-61-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

FOR FURTHER INFORMATION CONTACT: 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 Direction Generale De L'Aviation Civile (DGAC), which is the airworthiness authority for France, has notified the FAA that an unsafe condition may exist on Eurocopter France Model AS 332L2 helicopters. The DGAC advises that design anomalies of the power-loss PCB can lead to non-resetting of the OEI logic after failure of one engine.

Eurocopter France has issued Eurocopter Service Bulletin 31.00.11, dated September 8, 1998, which specifies replacing the power-loss PCB, part number (P/N) SE01958 (Eurocopter

France P/N 704A47720091) Amendment C or D, with an airworthy power-loss PCB, P/N SE01973 (Eurocopter France P/N 704A47720109). The manufacturer advises that design anomalies of the power-loss PCB can lead to incorrect engine status indications, random activation of the maximum rotor RPM audio alarm, and non-resetting of the OEI logic after failure of one engine. The DGAC classified this service bulletin as mandatory and issued AD 98-290-011(A), dated August 12, 1998, 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.

Since an unsafe condition has been identified that is likely to exist or develop on other Eurocopter France Model AS 332L2 helicopters of the same type design registered in the United States, this AD is being issued to prevent incorrect engine status indications, random activation of the maximum rotor RPM audio alarm, and failure to reset the OEI logic after an actual loss of power from one engine. This AD requires replacement of the power-loss PCB, P/N SE01958 (704A47720091) Amendment C or D, with an airworthy power-loss PCB, P/N SE01973 (704A47720109).

None of the Model AS 332L2 helicopters affected by this action are on the U.S. Register. All helicopters included in the applicability of this rule are currently operated by non-U.S. operators under foreign registry, so they are not directly affected by this AD action. However, the FAA considers that this rule is necessary to ensure the unsafe condition is addressed in the event that any of these subject helicopters are imported and placed on the U.S. Register in the future.

Cost Impact

If an affected helicopter is imported and placed on the U.S. Register in the future, it would require approximately 3 work hours to accomplish the replacement, at an average labor rate of \$60 per work hour. The manufacturer

has stated that there would be no charge for parts. Based on these figures, the cost impact of this AD would be \$180 per helicopter.

Since this AD action does not affect any helicopter that is currently on the U.S. Register, and it has no adverse economic impact and imposes no additional burden on any person, notice and public procedures are unnecessary, and the amendment may be made effective in less than 30 days after publication in the **Federal Register**.

Comments Invited

Although this action is in the form of a final rule that involves requirements affecting flight safety and was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment 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. 98-SW-61-AD." The postcard will be date stamped and returned to the commenter.

Regulatory Impact

The regulations adopted in this amendment 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's Determination

The FAA has determined that notice and prior public comment are unnecessary in promulgating this regulation and therefore, it can be issued immediately to correct an unsafe condition in aircraft since none of these model helicopters are registered in the United States, 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 98-11-10 Eurocopter France:

Amendment 39-11181. Docket No. 98-SW-61-AD.

Applicability: Model AS 332L2 helicopters, with power-loss printed circuit board (PCB), part number (P/N) SE01958 (Eurocopter France P/N 704A47720091) Amendment C or D, 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 otherwise 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 request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent incorrect engine status indications, random activation of the maximum rotor revolutions-per-minute (RPM) audio alarm, and failure to reset the One Engine Inoperative (OEI) logic after an actual loss of power from one engine, accomplish the following:

(a) Before further flight, remove the power-loss PCB, P/N SE01958 (Eurocopter France P/N 704A47720091) Amendment C or D, and replace it with an airworthy power-loss PCB, P/N SE01973 (Eurocopter France P/N 704A47720109).

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

Note 2: You may obtain information concerning the existence of approved alternative methods of compliance with this AD from the Rotorcraft Standards Staff.

(c) Special flight permits may be issued in accordance with §§ 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.

(d) This amendment becomes effective on June 10, 1999.

Note 3: The subject of this AD is addressed in Direction Generale De l'Aviation Civile (France) AD 98-290-011(A), dated August 12, 1998.

Issued in Fort Worth, Texas, on May 18, 1999.

Mark R. Schilling,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 99-13321 Filed 5-25-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 94-ANE-54 AD; Amendment 39-11180; AD 99-11-09]

RIN 2120-AA64

Airworthiness Directives; Pratt & Whitney JT9D Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This document supersedes an existing airworthiness directive (AD), applicable to Pratt & Whitney (PW) JT9D series turbofan engines, that currently requires initial and repetitive in-shop or on-wing inspections of the diffuser case rear rail for cracking, and removal, if necessary, of the diffuser case. This AD will reduce the allowable crack length, reduce the inspection intervals, and introduce an improved inspection method. This AD is prompted by continued reports of diffuser case ruptures, and improved understanding of crack propagation rates. The actions specified by this AD are intended to prevent diffuser case rupture, uncontained engine failure, and damage to the aircraft.

DATES: Effective July 26, 1999. The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of July 26, 1999.

ADDRESSES: The service information referenced in this AD may be obtained from: Pratt & Whitney, 400 Main St., East Hartford, CT 06108; telephone (860) 565-6600, fax (860) 565-4503. This information may be examined at the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA 01803-5299; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Peter White, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7128, fax (617) 238-7199.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding airworthiness directive (AD) 94-26-06, Amendment 39-9102 (59 FR 67176, December 29, 1996, applicable to certain Pratt & Whitney (PW) (PW) JT9D-59A, -70A, -7Q, and -7Q3 series turbofan engines, was published in the **Federal Register** on January 11, 1999 (64 FR 1552). That action proposed to require initial and repetitive in-shop or on-wing inspections of the diffuser case rear rail for cracking, and removal, if necessary, of the diffuser case.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

Two commenters state that they are not affected by this AD.

A third commenter states that minimal impact is expected from the AD as premature removal of the affected parts is planned.

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

There are approximately 566 engines of the affected design in the worldwide fleet. The FAA estimates that 157 engines installed on aircraft of U.S. registry will be affected by this AD, that it would take approximately 29 work hours per engine to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$273,180.

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.

For the reasons discussed above, I certify that this action (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting 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: