

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 (AD) to read as follows:

99-09-15 Raytheon Aircraft Company (All type certificates of the affected airplanes previously held by the Beech Aircraft Corporation): Amendment 39-11148; Docket No. 99-CE-11-AD.

Applicability: The following Beech airplane models and serial numbers, certificated in any category:

Model	Serial Nos.
A36	E-3058 through E-3156, E-3158 through E-3170, E-3172 through E-3177, E-3180 through E-3185, E-3187 through E-3198, E-3200, and E-3202.
B36TC	EA-594 through EA-610, EA-613, EA-615, EA-616, EA-618, EA-619, and EA-621.
58 and 58A	TH-1806 through TH-1840, TH-1842 through TH-1854, TH-1856, TH-1860 through TH-1867, and TH-1870.
C90A	LJ-1459 through LJ-1504, LJ-1506 through LJ-1523, and LJ-1525 through LJ-1530.
B200	BB-1551 through BB-1591, BB-1593 through BB-1622, and BB-1624 through BB-1627.
B300	FL-152 through FL-179, FL-181 through FL-187, FL-189, FL-190, FL-192, FL-194, FL-196 through FL-205, FL-207, FL-210, and FL-211.
1900D	UE-1 through UE-319, UE-321, UE-323 through UE-328, UE-330 and UE-332.

Note 1: This AD applies to each airplane 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 airplanes 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 (e) 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 in the body of this AD, unless already accomplished.

To prevent any components or wiring from interfering with the flight control mechanism caused by inadequate clearance, which could result in reduced or loss of aileron and/or elevator control, accomplish the following:

(a) Within the next 25 hours time-in-service after the effective date of this AD, inspect for interference or inadequate clearance between the flight control mechanism and any component located forward of the instrument panel. Perform this action in accordance with the Accomplishment Instructions in Raytheon Mandatory Service Bulletin SB 27-3232, Issued: March, 1999.

(b) If interference or inadequate clearance is found during the inspection required by paragraph (a) of this AD, prior to further flight, secure all components clear of the flight control mechanism as specified in the service bulletin.

(c) If the actions required in paragraphs (a) and (b) of this AD have been accomplished in accordance with Raytheon Safety Communiqué No. 149, Rev. 1, dated November 1998, or Raytheon Safety Communiqué No. 149, dated August 1998, then no further action is required by this AD.

(d) 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.

(e) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Wichita Aircraft Certification Office (ACO), 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

(f) The inspection and modification required by this AD shall be done in accordance with Raytheon Mandatory Service Bulletin SB 27-3232, Issued: March, 1999. 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 the Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on May 18, 1999.

Issued in Kansas City, Missouri, on April 19, 1999.

James E. Jackson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-10314 Filed 4-27-99; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-SW-54-AD; Amendment 39-11150; AD 99-09-16]

RIN 2120-AA64

Airworthiness Directives; Eurocopter France (Eurocopter) Model SE 3130, SE 313B, SA 3180, SA 318B, and SA 318C Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to Eurocopter Model SE 3130, SE 313B, SA 3180, SA 318B, and SA 318C helicopters, that currently requires a visual inspection of the main rotor blade reinforcement strips for debonding between the reinforcement strips of the blade; and a visual inspection of the main rotor blade (blade) skin for cracks or corrosion, and replacement of the blade with an airworthy blade if certain debonding or a crack or corrosion is found. This amendment requires additional inspections using a tapping method, redefines the area to be inspected, and increases the repetitive inspection interval. This amendment is prompted by an in-flight failure of a main rotor blade on a Eurocopter SE 3130 helicopter. The actions specified by this AD are intended to detect bonding separation, cracks, or corrosion in the area of the blade root reinforcement

strip, and to prevent failure of a blade and subsequent loss of control of the helicopter.

DATES: Effective May 13, 1999. The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 13, 1999.

Comments for inclusion in the Rules Docket must be received on or before June 28, 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-54-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 76137; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

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

SUPPLEMENTARY INFORMATION: On November 14, 1997 the FAA issued AD 97-24-04, Amendment 39-10211 (62 FR 62239, November 21, 1997), to require a visual inspection of each main rotor blade reinforcement strip for debonding between the reinforcement strips of a blade; and a visual inspection of the blade skin for cracks or corrosion, and replacement of the blade with an airworthy blade if certain debonding or a crack or corrosion is found. That action was prompted by an accident in which a blade separated in flight due to fatigue cracks in the blade that initiated from skin debonding or corrosion. That condition, if not corrected, could result in failure of a blade in flight and subsequent loss of control of the helicopter.

Since the issuance of that AD, Eurocopter has issued Eurocopter Service Bulletin No. 05.91, Revision No. 1, dated September 28, 1998, which provides more detailed procedures for performing the inspections required in the AD by requiring a tapping test and increases the repetitive inspection intervals from 25 hours time-in-service (TIS) to 100 hours TIS or 6 calendar months, whichever occurs first.

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) which is the airworthiness authority for France, 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 Model SE 3130, SE 313B, SA 3180, SA 318B, and SA 318C helicopters of the same type design, this AD supersedes AD 97-24-04 to require, before further flight, and thereafter, at intervals not to exceed 100 hours time-in-service or 6 calendar months, whichever occurs first, an inspection of each blade spar skin and blade root reinforcement area for bonding separations, cracks, or corrosion, and replacement with an airworthy blade if any bonding separation, crack, or corrosion is found. The actions are required to be accomplished in accordance with the service bulletin described previously. The short compliance time involved is required because the previously described critical unsafe condition can adversely affect the controllability and structural integrity of the helicopter. Therefore the inspection and replacement, if necessary, 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 14 helicopters will be affected by this proposed AD, that it will take approximately 1.5 work hours to accomplish the inspections and 16 work hours to replace a blade, if necessary, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$40,000 per replacement blade. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$88,220, assuming 5 inspections per helicopter, per year, and 2 main rotor blade replacements for the entire fleet.

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. 98-SW-54-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 removing Amendment 39-10211 (62 FR 62239, November 21, 1997), and by adding a new airworthiness directive (AD), Amendment 39-11150, to read as follows:

AD 99-09-16 Eurocopter France:

Amendment 39-11150. Docket No. 98-SW-54-AD. Supersedes AD 97-24-04, Amendment 39-10211, Docket No. 97-SW-22-AD.

Applicability: Model SE 3130, SE 313B, SA 3180, SA 318B, and SA 318C helicopters with main rotor blades, part number (P/N) 3130S11-10000-all part numbers, 3130S11-20000-all part numbers, or 3130S11-30000-all part 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 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 (c) 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 failure of a main rotor blade (blade) in flight and subsequent loss of

control of the helicopter, accomplish the following:

(a) Before further flight, and thereafter at intervals not to exceed 100 hours time-in-service (TIS) or 6 calendar months, whichever occurs first, inspect each blade spar skin and blade root reinforcement strip area for bonding separations, cracks, or corrosion in accordance with paragraphs 2.A. and 2.B. of the Accomplishment Instructions of Eurocopter Service Bulletin No. 05.91 Revision No. 1, dated September 28, 1998 (SB). Notification to Eurocopter La Courneuve, Department E/SRPT is not required.

(1) For the hatched areas (15 x 95mm and 8 x 95mm) on the upper and lower surfaces of each blade, if bonding separation is found, replace the blade with an airworthy blade prior to further flight (see Figure 1 of the SB).

(2) Bonding separation in the non-hatched area (8 x 95mm) of the upper and lower surfaces of each blade is permissible but must be inspected using the tapping method at intervals not to exceed 25 hours TIS in order to monitor possible propagation. If the bonding separation reaches the hatched area, the blade must be replaced with an airworthy blade before further flight (see Figure 1 of the SB).

(b) Before further flight, and thereafter at intervals not to exceed 100 hours TIS or 6 calendar months, whichever occurs first, visually inspect for bonding separation, a crack, or corrosion on the upper and lower skin in the 100 x 95mm blade root area (see Figure 1 of the SB). If a bonding separation in the hatched area, a crack, or corrosion is detected, replace the blade with an airworthy blade prior to further flight.

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

(d) Special flight permits will not be issued.

(e) The inspection and replacement, if necessary, shall be done in accordance with the Accomplishment Instructions of Eurocopter Service Bulletin No. 05.91 Revision No. 1, dated September 28, 1998. 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.

(f) This amendment becomes effective on May 13, 1999.

Note 3: The subject of this AD is addressed in Direction Generale de L'Aviation Civile (France) AD 97-135-055(A) R1, dated July 15, 1998 and AD 97-135-055(A)R2, dated December 16, 1998.

Issued in Fort Worth, Texas, on April 16, 1999.

Henry A. Armstrong,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 99-10349 Filed 4-27-99; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF DEFENSE

Office of the Secretary

32 CFR Part 311

OSD Privacy Program

AGENCY: Department of Defense.

ACTION: Final rule.

SUMMARY: This rule updates and implements procedures of the Privacy Act Program in the Office of the Secretary of Defense (OSD) and organizations provided Privacy Act administrative support by Washington Headquarters Services (WHS).

DATES: This rule is effective February 4, 1999. Comments must be received by June 28, 1999.

ADDRESSES: Forward comments to: DoD, WHS(C&D)D&R(records), 1155 Defense Pentagon, Washington, DC 20301-1155.

FOR FURTHER INFORMATION CONTACT: David Bosworth, 703-588-0159.

SUPPLEMENTARY INFORMATION:

Executive Order 12866, "Regulatory Planning and Review"

It has been determined that 32 CFR part 311 is not a significant regulatory action. The rule does not:

- (1) Have an annual effect to the economy of \$100 million or more or adversely affect in a material way the economy; a section of the economy; productivity; competition; jobs; the environment; public health or safety; or State, local, or tribal governments or communities;
- (2) Create a serious inconsistency or otherwise interfere with an action taken or planned by another Agency;
- (3) Materially alter the budgetary impact of entitlements, grants, user fees, or loan programs, or the rights and obligations of recipients thereof; or
- (4) Raise novel legal or policy issues arising out of legal mandates, the President's priorities, or the principles set forth in this Executive Order.