

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39****[Docket No. 98-SW-26-AD]****Airworthiness Directives; Eurocopter France Model SA-360C, SA-365C, C1, C2, SA-365N, N1, AS-365N2, and SA-366G1 Helicopters****AGENCY:** Federal Aviation Administration, DOT.**ACTION:** Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to Eurocopter France Model SA-360C, SA-365C, C1, C2, SA-365N, N1, AS-365N2, and SA-366G1 helicopters. This proposal would require inspecting and, if necessary, replacing certain circuit breakers. This proposal is prompted by the manufacturer discovering the loss of electrical continuity between the terminals of a circuit breaker. The actions specified by the proposed AD are intended to prevent loss of electrical power, loss of instrumentation, and subsequent loss of control of the helicopter.

DATES: Comments must be received on or before August 30, 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-26-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule 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.

FOR FURTHER INFORMATION CONTACT: Carroll Wright, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5120, fax (817) 222-5961.

SUPPLEMENTARY INFORMATION:**Comments Invited**

Interested persons are invited to participate in the making of the

proposed 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 above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 98-SW-26-AD." The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Office of the Regional Counsel, Southwest Region, Attention: Rules Docket No. 98-SW-26-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

Discussion

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 SA-360C, SA-365C, C1, C2, AS-365N, N1, AS-365N2, and SA-366G1 helicopters. The DGAC advises of the loss of electrical continuity on certain single-pole circuit breakers.

Eurocopter France has issued three service bulletins, all dated December 11, 1997. Service Bulletin No. 01.36 is applicable to Model SA-360/365C, C1, and C2 helicopters; Service Bulletin No. 01.24 is applicable to Model SA-366G1 helicopters; and Service Bulletin 01.00.45 is applicable to Model AS-365N, N1, and N2 helicopters. All of these service bulletins specify inspecting Crouzet single-pole circuit breakers, Part Number (P/N) 84-400-028 through P/N 84-400-037, and replacing all circuit breakers that have

any loss of electrical continuity. The DGAC classified these service bulletins as mandatory and issued AD 98-111-021(A), AD 98-112-042(A), and AD 98-113-043(A), all dated March 11, 1998, 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 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 these type designs 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 SA-360C, SA-365C, C1, C2, SA-365N, N1, AS-365N2, and SA-366G1 helicopters of the same type design registered in the United States, the proposed AD would require inspecting of any Crouzet single-pole circuit breakers, P/N 84-400-028 through P/N 84-400-037, and replacing all circuit breakers that have a loss of electrical continuity. The actions would be required to be accomplished in accordance with the service bulletins described previously.

The FAA estimates that 136 helicopters of U.S. registry would be affected by this proposed AD, that it would take approximately 0.5 work hour per helicopter to accomplish the inspection and replacement, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$23 per helicopter. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$7,208.

The regulations proposed herein would 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 proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (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) if promulgated, 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 copy of the draft regulatory evaluation 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, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 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:

Eurocopter France: Docket No. 98-SW-26-AD.

Applicability: Model SA-360C, SA-365C, C1, C2, SA-365N, N1, AS-365N2, and SA-366G1 helicopters, with Crouzet single-pole circuit breaker, part number (P/N) 84-400-028 through P/N 84-400-037, 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 (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, unless accomplished previously.

To prevent loss of electrical power, loss of instrumentation, and subsequent loss of control of the helicopter, accomplish the following:

(a) Within 100 hours time-in-service (TIS) or within the next 3 calendar months, whichever occurs first,

(1) For Model SA-360C, and SA-365C, C1, and C2 helicopters, inspect the electrical master box assembly, flotation gear unit assembly, and ground receptacle Crouzet circuit breakers for electrical continuity in accordance with section 2B of the Accomplishment Instructions contained in Eurocopter France Service Bulletin (SB) No. 01.36, dated December 11, 1997.

(2) For Model SA-365N, N1, and AS-365N2 helicopters, inspect the electrical master box assembly, flotation gear unit assembly, and ground receptacle Crouzet single-pole circuit breakers for electrical continuity in accordance with section 2B of the Accomplishment Instructions contained in SB No. 01.00.45, dated December 11, 1997.

(3) For Model SA-366G1 helicopters, inspect the electrical master box assembly, flotation gear unit assembly, and ground receptacle Crouzet single-pole circuit breakers for electrical continuity in accordance with section 2B of the Accomplishment Instructions contained in SB 01.24, dated December 11, 1997.

(b) On or before 500 hours TIS or 6 calendar months, whichever occurs first, inspect all remaining Crouzet single-pole circuit breakers in accordance with section 2B of the Accomplishment Instructions of the applicable SB.

(c) Any replacement single-pole circuit breaker installed, or any single-pole circuit breaker removed and reinstalled, must be inspected prior to further flight in accordance with paragraph 2.B. of the Accomplishment Instructions of the applicable SB.

(d) Remove any affected part-numbered circuit breaker and replace with an airworthy circuit breaker on or before December 31, 1999.

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

(f) 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.

Note 3: The subject of this AD is addressed in Direction Generale De L'Aviation Civile AD 98-112-042(A), AD 98-113-043(A), and AD 98-111-021(A), all dated March 11, 1998.

Issued in Fort Worth, Texas, on June 22, 1999.

Larry M. Kelly,

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

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DEPARTMENT OF TRANSPORTATION

Bureau of Transportation Statistics

14 CFR Part 298

[Docket No. OST-98-4043]

RIN No. 2105-AC71

Meeting To Discuss Ways To Improve the Alaska Commuter and Small Certificated Air Carrier Data Collection Program

AGENCY: Bureau of Transportation Statistics, DOT.

ACTION: Notice of meeting.

SUMMARY: The U.S. Department of Transportation (DOT) collects financial and traffic data from various types of air carriers. DOT announces a forthcoming meeting to discuss ways to improve this program as it relates to Alaska small certificated and commuter air carriers. The meeting is being held jointly with the U.S. Postal Service.

DATES: The meeting will be held Thursday, July 22, 1999, 8 a.m. to 5 p.m. and Friday, July 23, 1999, 8 a.m. to 5 p.m., Alaska time.

ADDRESSES: The meeting will take place in the US Postal Service Conference Room at the Anchorage Processing and Distribution Center, 4141 Postmark Drive, Anchorage, AK 99502.

Attendance is open to the interested public but limited to space available. If you plan to attend the meeting please contact Kevin Adams by July 8, 1999. Persons with a disability requiring special services, such as an interpreter for the hearing impaired, should contact Mr. Adams at least seven days prior to the meeting.

FOR FURTHER INFORMATION CONTACT: Kevin Adams, EAS & Domestic Analysis Division, X-53, Office of Aviation Analysis, Office of the Secretary, US Department of Transportation, 400 Seventh Street SW, Washington D.C. 20590; by phone at (202) 366-1047; by e-mail at kevin.adams@ost.dot.gov; or by Fax at (202) 366-7638.

SUPPLEMENTARY INFORMATION:

Background

49 U.S.C. 329(b)(1) requires the Department of Transportation to collect and disseminate information on civil aeronautics, other than that collected and disseminated by the National Transportation Safety Board. In meeting this responsibility, the Department collects traffic and financial data submitted under 14 CFR part 241 (Large Certificated Air Carriers) and 14 CFR part 298 (Commuter and Small Certificated Air Carriers). It also collects