is not possible, IFR flight should be continued only as long as necessary to return to VFR conditions or land the airplane.

WARNING: FAILURE OF THE VACUUM SYSTEM STILL CONSTITUTES AN EMERGENCY SITUATION REGARDLESS OF THE INSTALLATION OF THE SVS. IT MAY NOT BE POSSIBLE TO MAINTAIN A SAFE ALTITUDE AND MAKE USE OF THE SVS. IN SUCH A SITUATION THE AIRPLANE MUST BE FLOWN USING NON-VACUUM POWERED INSTRUMENTS.

c. If descent is impractical:

- Periodically and temporarily reduce power as required to provide adequate vacuum to the aircraft primary instruments.
- Reapply power as required, while comparing vacuum driven gyros against the Turn and Bank Indicator, Turn Coordinator, VSI and/or other flight instruments.
- When an obvious discrepancy is noted between the vacuum driven instruments and other flight instrumentation. Periodically and temporarily reduce power as required to provide adequate vacuum to the aircraft primary instruments.

III. Performance

No change.

Issued in Kansas City, Missouri, on June 25, 1999.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99–16911 Filed 7–6–99; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99–SW–13–AD]

Airworthiness Directives; Eurocopter France Model AS332C, L, and L1 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 AS332C, L, and L1 helicopters. This proposal would require inspecting and replacing certain bolts that secure the hoist arm lower fitting. This proposal is prompted by a report of a failure of the bolts that secure the hoist arm lower fitting during a factory load test. The actions specified by the proposed AD are intended to prevent failure of the bolts that secure the hoist arm lower fitting, separation of components from the helicopter, impact with the main or tail rotor, and subsequent loss of control of the helicopter.

DATES: Comments must be received on or before September 7, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Regional Counsel, Southwest Region, Attention: Rules Docket No. 99–SW–13–AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: 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:

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. 99–SW–13–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. 99–SW–13–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, recently notified the FAA that an unsafe condition may exist on Eurocopter France Model AS332C, L, and L1 helicopters. The DGAC advises of the failure during a load test of certain incorrect bolts that were used to secure the hoist arm lower fittings.

Eurocopter France has issued Telex No. 00069, dated November 3, 1998, for Model AS 332C, L, and L1 helicopters that are not modified in accordance with modification AMS 0722955 to inspect each bolt that secures the hoist arm lower fitting to ensure that the correct bolt, part number (P/N) 22201BE080020L, is installed rather than the incorrect bolt, P/N 22201BC080017L. The DGAC classified this Telex as mandatory and issued AD 98–487–072(A), dated December 2, 1998, to ensure 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 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 AS332C, L, and L1 helicopters of the same type design registered in the United States, the proposed AD would require inspecting the bolts that secure the hoist arm lower fitting and replacing each incorrect bolt, P/N 22201BC080017L, with an airworthy bolt, P/N 22201BE080020L.

The FAA estimates that four helicopters of U.S. registry would be affected by this proposed AD, that it would take approximately 1.5 work hours to inspect and replace the bolts per helicopter, and that the average labor rate is $60 per work hour. Required parts would cost approximately $50 for four bolts. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be $560.

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. 99–SW–13–AD.

Applicability: Model AS332C, L, and L1 helicopters, that are not modified in accordance with modification AMS 0722955, 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 prior to the next use of the hoist, unless accomplished previously.

To prevent failure of the bolts that secure the hoist arm lower fitting, separation of components from the helicopter, impact with the main or tail rotors, and subsequent loss of control of the helicopter, accomplish the following:

(a) Remove the four bolts that secure the hoist arm lower fitting.

(b) Inspect each bolt as follows:

(1) Measure each bolt shank from beneath the bolt head to the shank end;

(2) Determine the part number (P/N) of the bolt; and

(3) Determine what engraved marking is present on the bolt head.

(c) Each bolt, P/N 22201BE080020L, inspected in accordance with paragraph (b), measuring 20 mm in length and having ''BE'' engraved on the bolt head may be reinstalled if otherwise airworthy.

(d) Any bolt inspected in accordance with paragraph (b), not measuring 20 mm in length and having ''BC'' or letters other than ''BE'' engraved on the bolt head must be replaced. Replace with an airworthy bolt, P/N 22201BE080020L, that measures 20 mm in length and has ''BE'' engraved on the bolt head.

(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 Certification Office, 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 Certification Office.

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

(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 (France) AD No. 98–487–072(A), dated December 2, 1998.

Issued in Fort Worth, Texas, on June 28, 1999.

Eric Bries,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 99–17176 Filed 7–6–99; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97–NM–58–AD]

RIN 2120–AA64

Airworthiness Directives; Bombardier Model DHC–8–100 and -300 Series Airplanes

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 certain Bombardier Model DHC–8–100 and -300 series airplanes. This proposal would require modification of certain hydraulic systems that provide hydraulic pressure for the control of the rudder and for the main landing gear brakes. This proposal is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by the proposed AD are intended to prevent damage to certain hydraulic system components in the number 2 engine nacelle, which could result in loss of the number 1 and number 2 hydraulic systems, and consequent reduced controllability of the airplane.

DATES: Comments must be received by August 6, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM–114, Attention: Rules Docket No. 97–NM–58–AD, 1601 Lind Avenue, SW., Renton, Washington 98055–4056. 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 Bombardier, Inc., Bombardier Regional Aircraft Division, Garratt Boulevard, Downsview, Ontario M3K 1Y5, Canada. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Engine and Propeller Directorate, New York Aircraft Certification Office, 10 Fifth Street, Third Floor, Valley Stream, New York.

FOR FURTHER INFORMATION CONTACT: Anthony Gallo, Aerospace Engineer, Systems and Flight Test Branch, ANE–172, FAA, Engine and Propeller