No. 747–71–2206 NSC 2, dated March 17, 1988.

(2) Replace the tangential link upper bolt on the aft engine mount with a reworked bolt and a new nut retainer, in accordance with Parts 2 and 3 of Boeing Service Bulletin 747–71A2277, Revision 1, dated May 21, 1998, or Revision 2, dated January 14, 1999.

Alternative Methods of Compliance

(c)(1) 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, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate.

Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

(c)(2) Alternative methods of compliance, approved previously in accordance with AD 96–03–01 R1, amendment 39–9538, are approved as alternative methods of compliance with this AD.

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

Special Flight Permits

(d) 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 airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(e) The actions shall be done in accordance with Boeing Alert Service Bulletin 747–71A2277, dated November 29, 1995; Boeing Service Bulletin 747–71A2277, Revision 1, dated May 21, 1998; Boeing Service Bulletin 747–71A2277, Revision 2, dated January 14, 1999; Boeing Service Bulletin 747–71–2206, dated April 16, 1987; or Boeing Service Bulletin 747–71–2206, Revision 1, dated November 12, 1987, as revised by Boeing Notice of Status Change No. 747–71–2206 NSC 1, dated December 4, 1987, and Boeing Notice of Status Change No. 747–71–2206 NSC 2, dated March 17, 1988; as applicable.

(1) The incorporation by reference of Boeing Service Bulletin 747–71A2277, Revision 2, dated January 14, 1999; Boeing Service Bulletin 747–71–2206, dated April 16, 1987; or Boeing Service Bulletin 747–71–2206, Revision 1, dated November 12, 1987, as revised by Boeing Notice of Status Change No. 747–71–2206 NSC 1, dated December 4, 1987, and Boeing Notice of Status Change No. 747–71–2206 NSC 2, dated March 17, 1988; as applicable is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Boeing Service Bulletin 747–71–2206, Revision 1, dated November 12, 1987, contains the following list of effective pages:

Page No.	Revision level shown on page	Date shown on page
1–5, 9, 10, 12	1	November 12, 1987.
6–8, 11, 13–18	Original	April 16, 1987.

(2) The incorporation by reference of Boeing Alert Service Bulletin 747–71A2277, dated November 29, 1995, was approved previously by the Director of the Federal Register as of February 16, 1996 (61 FR 10270, March 13, 1996).

(3) Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124–2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on November 8, 1999.

Issued in Renton, Washington, on September 22, 1999.

D.L. Riggin,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99–25218 Filed 10–1–99; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99–SW–53–AD; Amendment 39–11343; AD 99–19–23]

RIN 2120–AA64

Airworthiness Directives; Eurocopter France Model EC 120B Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This document publishes in the **Federal Register** an amendment adopting Airworthiness Directive (AD) 99–19–23 which was sent previously to all known U.S. owners and operators of Eurocopter France Model EC 120B helicopters by individual letters. This AD requires, at specified time intervals, inspecting the engine coupling tube for cracks and replacing any cracked engine coupling tube with an airworthy engine coupling tube. This amendment is prompted by the discovery, during routine maintenance inspections, of three cracked engine coupling tubes caused by structural resonance. The actions specified by this AD are intended to detect a crack in the engine coupling tube which could result in coupling failure, loss of engine drive, and a subsequent forced landing.

DATES: Effective October 19, 1999, to all persons except those persons to whom it was made immediately effective by Emergency Priority Letter AD 99–19–23, issued on September 2, 1999, which contained the requirements of this amendment.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of October 19, 1999.

Comments for inclusion in the Rules Docket must be received on or before December 3, 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–53–AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

The applicable service information 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: Shep Blackman, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Regulations Group, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222–5296, fax (817) 222–5961.

SUPPLEMENTARY INFORMATION: On September 2, 1999, the FAA issued Emergency Priority Letter AD 99–19–23, applicable to Eurocopter France Model EC 120B helicopters, which requires, within 10 hours time-in-service (TIS), and thereafter, at intervals not to exceed 10 hours TIS, inspecting the engine coupling tube for cracks and replacing any cracked engine coupling tube with an airworthy engine coupling tube. That action was prompted by the discovery, during routine maintenance inspections, of three cracked engine coupling tubes caused by structural resonance. This condition, if not corrected, could result in coupling failure, loss of engine drive, and a subsequent forced landing.

Eurocopter France has issued Eurocopter Service Telex No. 05–001 EC 120, Version B, dated August 26, 1999, which describes procedures for checking the coupling tube assembly, part number (P/N) C631A1002101, on the engine-to-main gearbox coupling. The Direction Generale De L'Aviation Civile (DGAC), which is the airworthiness authority for France, classified this service telex as mandatory and issued telegraphic AD No. T1999–349–002(A) R1, dated August 27, 1999, to ensure 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 provision of § 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 operations in the United States.

Since the unsafe condition described is likely to exist or develop on other Eurocopter France Model EC 120 helicopters of the same type design, the FAA issued Emergency Priority Letter AD 99–19–23 to detect a crack in the engine coupling tube which could result in coupling failure, loss of engine drive, and a subsequent forced landing. The AD requires, within 10 hours TIS, and thereafter, at intervals not to exceed 10 hours TIS, inspecting the engine coupling tube, P/N C631A1002101, for cracks and replacing any cracked engine coupling tube with an airworthy engine coupling tube. The actions must be accomplished in accordance with the service telex described previously. The short compliance time involved is required because the previously described critical unsafe condition can adversely affect the structural integrity of the helicopter. Therefore, inspecting the engine coupling tube for any crack and replacing any cracked engine coupling tube is required within 10 hours TIS, and this AD must be issued immediately.

Since it was found that immediate corrective action was required, notice and opportunity for prior public comment thereon were impracticable and contrary to the public interest, and good cause existed to make the AD effective immediately by individual letters issued on September 2, 1999, to all known U.S. owners and operators of Eurocopter France Model EC 120B helicopters. These conditions still exist, and the AD is hereby published in the **Federal Register** as an amendment to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13) to make it effective to all persons.

The FAA estimates that 12 helicopters of U.S. registry will be affected by this AD; it will take approximately 2 work hours per helicopter to inspect the engine coupling tube; 4 work hours to replace the engine coupling tube, if necessary; and the average labor rate is $60 per work hour. Required parts, if the engine coupling tube is replaced, will cost approximately $4,020 per helicopter. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be $39,960 per year, assuming 10 inspections per helicopter and replacement of the engine coupling tube on 6 helicopters.

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. 99–SW–53–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 99–19–23 Eurocopter France: Amendment 39–11343. Docket No. 99–SW–53–AD.

Applicability: Model EC 120B helicopters with engine coupling tube, P/N C631A1002101, 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 detect a crack in the engine coupling tube which could result in coupling failure, loss of engine drive, and a subsequent forced landing, accomplish the following:

(a) Within 10 hours time-in-service (TIS) and thereafter at intervals not to exceed 10 hours TIS, inspect engine coupling tube, P/N C631A1002101, for any crack and replace any cracked engine coupling tube before further flight. Inspect and replace, if necessary, in accordance with paragraph CC of Eurocopter Service Telex No. 05–001 EC 120, Version B, dated August 26, 1999, except that reporting to Eurocopter Technical Support is not required.

(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, Rotorcraft Regulations Group, 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 Regulations Group.

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

(c) Special flight permits will not be issued.

(d) The inspection and repair, if necessary, shall be done in accordance with paragraph CC of Eurocopter Service Telex No. 05–001 EC 120, Version B, dated August 26, 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 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.

(e) This amendment becomes effective on October 19, 1999 to all persons except those persons to whom it was made immediately effective by Emergency Priority Letter AD 99–19–23, issued September 2, 1999, which contained the requirements of this amendment.

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

Henry A. Armstrong,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 99–25374 Filed 10–1–99; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No.99–SW–15–AD; Amendment 39–11344; AD 99–21–01]

RIN 2120–AA64

Airworthiness Directives; Eurocopter France Model SA–360C, SA–365C, C1, and C2 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) applicable to Eurocopter France Model SA–360C, SA–365C, C1, and C2 helicopters. This action requires replacing certain electrical modules with airworthy electrical modules. This amendment is prompted by the discovery of several defective electrical modules. This condition if not corrected could result in loss of electrical continuity, which could cause loss of critical rotorcraft electrical systems and subsequent loss of control of the helicopter.

DATES: Effective October 19, 1999.

Comments for inclusion in the Rules Docket must be received on or before December 3, 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–15–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: Robert McCallister, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff, Fort Worth, Texas 76193–0110, telephone (817) 222–5121, fax (817) 222–5961.

SUPPLEMENTARY INFORMATION: The Direction Generale De L'Aviation Civile (DGAC), the airworthiness authority for France, recently notified the FAA that an unsafe condition may exist on Eurocopter France Model SA–360C, SA–365C, C1, and C2 helicopters. The DGAC advises of the malfunctions due to faulty ''CONNECTRAL'' modules on electrical circuits of a Super Puma AS332 helicopter.

Eurocopter France has issued Eurocopter Service Bulletin No. 01.37, dated May 28, 1998 (SB), for Model SA–360C, SA–365C, C1, and C2 helicopters. The SB specifies inspecting and replacing ''CONNECTRAL'' green electrical modules having a manufacturing code of 95/16 through 96/21. The manufacturing code identifies the year and week of module production. The electrical modules identified by a white dot on the face are airworthy and do not need to be replaced. The DGAC classified this SB as mandatory and issued AD 98–252–043(A), dated July 1, 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 § 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 SA–360C, SA–365C, C1, and C2 helicopters of the same type design registered in the United States, this AD is being issued to prevent loss of electrical continuity, which could cause loss of critical systems and subsequent loss of control of the helicopter. This AD requires replacing each ''CONNECTRAL'' green electrical module having a manufacturing code of 95/16 through 96/21 with an airworthy electrical module. Replacing the electrical modules identified with a white dot on the face is not required because the manufacturer has verified the proper functioning of these units.

None of the Model SA–360C, SA–365C, C1, and C2 helicopters affected by this action are on the U.S. Register. All helicopters included in the applicability of this rule are operated by non-U.S. operators under foreign registry; therefore, they are not directly affected by this AD action. However, the FAA considers that this rule is necessary to ensure that the unsafe condition is addressed in the event that any of these