

required by paragraphs (a)(1) and (a)(2) of this AD in accordance with Jetstream Service Bulletin J41-28-010, Revision 1, dated September 7, 1999.

(1) Perform a one-time visual inspection of the conduit pipe (left and right), which carries the fuel standby pump cable assembly into the dry bay of the wing, for distortion (*i.e.*, damage) or repairs. If any distortion or repair is found, prior to further flight, replace the conduit pipe with a new pipe, part number 14128032-403 (left) or part number 14128032-405 (right).

(2) Replace fuel standby pump cable assemblies (left and right) with new cable assemblies, part number F5-71-1.

**Note 2:** Inspections or replacements that have been accomplished prior to the effective date of this AD in accordance with Jetstream Service Bulletin J41-28-010, dated April 5, 1999, are considered acceptable for compliance with the applicable action specified by this AD.

#### Alternative Methods of Compliance

(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, International Branch, ANM-116, 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, International Branch, ANM-116.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

#### Special Flight Permits

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

#### Incorporation by Reference

(d) The actions shall be done in accordance with Jetstream Service Bulletin J41-28-010, Revision 1, dated September 7, 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 British Aerospace Regional Aircraft, 13850 Mclearen Road, Herndon, Virginia 20171. 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.

**Note 4:** The subject of this AD is addressed in British airworthiness directive 005-04-99.

(e) This amendment becomes effective on November 12, 1999.

Issued in Renton, Washington, on September 29, 1999.

**D.L. Riggins,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 99-25931 Filed 10-7-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-SW-26-AD; Amendment 39-11359; AD 99-21-14]

RIN 2120-AA64

#### **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:** Final rule.

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

**DATES:** Effective November 12, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 12, 1999.

**ADDRESSES:** 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; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**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:** A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an 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 was published in the **Federal Register** on June 29, 1999 (64 FR 34746). That action proposed to require inspecting and, if necessary, replacing certain circuit breakers.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

The FAA estimates that 136 helicopters of U.S. registry will be affected by this AD, that it will 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 will cost approximately \$23 per helicopter. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$7,208.

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 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 and it is contained in the Rules Docket. A copy of it 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 99-21-14 Eurocopter France:

Amendment 39-11359. 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.

(g) The inspections shall be done in accordance with section 2B of the Accomplishment Instructions contained in Eurocopter France Service Bulletin No. 01.36, or No. 01.00.45, both dated December 11, 1997, as applicable. The circuit breaker replacement shall be done in accordance with section 2B of the Accomplishment Instructions contained in the applicable service bulletin. 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.

(h) This amendment becomes effective on November 12, 1999.

**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 September 29, 1999.

**Mark R. Schilling,**

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

[FR Doc. 99-25917 Filed 10-7-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 99-SW-52-AD; Amendment 39-11357; AD 99-19-22]

RIN 2120-AA64

**Airworthiness Directives; Eurocopter Deutschland GMBH Model BO-105A, BO-105C, BO-105 C-2, BO-105 CB-2, BO-105 CB-4, BO-105S, BO-105 CS-2, BO-105 CBS-2, BO-105 CBS-4, and BO-105LS A-1 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) 99-19-22 which was sent previously to all known U.S. owners and operators of Eurocopter Deutschland GMBH (ECD) Model BO-105A, BO-105C, BO-105 C-2, BO-105 CB-2, BO-105 CB-4, BO-105S, BO-105 CS-2, BO-105 CBS-2, BO-105 CBS-4, and BO-105LS A-1 helicopters by individual letters. This AD requires, before further flight, creating a component log card or equivalent record and determining the age and number of flights on each tension-torsion (TT) strap. The AD also requires inspecting and removing, as necessary, certain unairworthy TT straps. This amendment is prompted by an accident in which a main rotor blade (blade) separated from an ECD Model MBB-BK 117 helicopter because of fatigue failure of the TT strap. The ECD Model MBB-BK 117 and the BO-105 helicopters use the same part-numbered TT strap. The actions specified by this AD are intended to prevent failure of a TT strap, loss of a blade, and subsequent loss of control of the helicopter.

**DATES:** Effective October 25, 1999, to all persons except those persons to whom it was made immediately effective by Emergency Priority Letter AD 99-19-22, issued on September 3, 1999, which contained the requirements of this amendment.

The incorporation by reference of certain publications listed in the regulations is approved by the Director