

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 USC 106(g), 40101, 40113, 44701.

#### § 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive to read as follows:

Eurocopter Deutschland GmbH (ECD);  
Docket No. 95-SW-14-AD.

*Applicability:* Model BO-105, BO-105A, BO-105C, BO-105S, and BO-105LS A-1 helicopters with tandem hydraulic units, part numbers (P/N) 105-45021, 105-45023, or 105-45028, having valve body manifolds D133-756, D133-756E, ZE1-126-I, ZE2-126, or ZE2-126-1, installed on either Hydraulic System 1 or Hydraulic System 2, certificated in any category.

Note 1: This AD applies to each helicopter 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 helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority

provided in paragraph (b) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

*Compliance:* Required as indicated, unless accomplished previously.

To detect switch-over system component wear, which could result in a sudden drop in the collective and a sudden loss of altitude, accomplish the following:

(a) Within 50 hours time-in-service after the effective date of this AD, and thereafter at intervals not to exceed 1 year, conduct a ground test of the tandem hydraulic system and an inspection of the switch-over system linkage for wear in accordance with section A, "Inspections Required," of the Accomplishment Instructions of MBB-Helicopters Alert Service Bulletin ASB-BO 105-40-102, dated April 20, 1989. Based on the results of this ground test, accomplish the following as appropriate:

(1) If no switch-over reactions occur during the ground test, no further action is required.

(2) If any switch-over reaction occurs during the ground test, perform the additional inspections of the switch-over system and perform the required maintenance procedures in accordance with section B, "Work Procedure," of the Accomplishment Instructions of MBB-Helicopters Alert Service Bulletin ASB-BO 105-40-102, dated April 20, 1989.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used when 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.

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

Issued in Fort Worth, Texas, on October 26, 1995.

Eric Bries,

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

[FR Doc. 95-27202 Filed 11-1-95; 8:45 am]

BILLING CODE 4910-13-U

### 14 CFR Part 39

[Docket No. 95-SW-01-AD]

### Airworthiness Directives; Societe Nationale Industrielle Aerospatiale and Eurocopter France Model SA-365N, N1, and N2 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 Societe Nationale Industrielle Aerospatiale and Eurocopter France (Eurocopter France) Model SA-365N, N1, and N2 helicopters. This proposal would require an inspection of the door jettison systems to determine if the handle shafts are locked to the jettison systems. If the inspection indicates the handle shafts are locked to the jettison systems, the proposal would require installation of a snapwire on the jettison systems and a visual inspection of the door jettison handles to determine whether two spring pins are installed, and installation of a second spring pin, if necessary. If the initial inspection indicates that the handle shafts are not locked to the jettison systems, the proposal would require replacement of the sheared spring pin with two spring pins. This proposal is prompted by a factory inspection performed by the manufacturer that revealed that the forward passenger door jettison handles may have been fitted with one spring pin instead of two spring pins at the door jettison handle attachment points. The actions specified by the proposed AD are intended to prevent a loss of the doors in flight and subsequent damage to the horizontal stabilizer, main fin, or lateral fins.

**DATES:** Comments must be received by January 2, 1996.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Assistant Chief Counsel, Attention: Rules Docket No. 95-SW-01-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. This information may be examined at the FAA, Office of the Assistant Chief Counsel, 2601 Meacham Blvd., Room 663, Fort Worth, Texas.

**FOR FURTHER INFORMATION CONTACT:** Mr. Richard Monschke, Aerospace Engineer, Rotorcraft Standards Staff, FAA, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5116, 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. 95-SW-01-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 Assistant Chief Counsel, Attention: Rules Docket No. 95-SW-01-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 SA-365N, N1, and N2 helicopters. The DGAC advises that the forward passenger doors may be lost in flight due to the failure of the manufacturer to install the appropriate number of spring pins in the door jettison mechanism.

Eurocopter France has issued Eurocopter Service Bulletin SA 365, No. 01.38, dated January 31, 1994, which generally applies to all model SA-365 helicopters except for the SA-365C, that specifies an inspection of the door jettison systems to determine if the handle shafts are locked to the jettison systems. If the inspection indicates the handle shafts are locked to the jettison systems, the proposal would require installation of a snapwire on the jettison systems and a visual inspection of the door jettison handles to determine whether two spring pins are installed, and installation of a second spring pin, if necessary. If the initial inspection indicates that the handle shafts are not locked to the jettison systems, the proposal would require replacement of the sheared spring pin with two spring pins. The DGAC classified this service bulletin as mandatory and issued Airworthiness Directive 94-052-035(B), dated March 2, 1994, in order to assure 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 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 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-365N, N1, and N2 helicopters of the same type design registered in the United States, the proposed AD would require, within 30 days after the effective date of the AD, an inspection of the door jettison systems to determine if the handle shafts are locked to the jettison systems. If the inspection indicates the handle shafts are locked to the jettison systems, the proposed AD would require installation of a snapwire on the jettison systems and within 500 hours time-in-service, a visual inspection of the door jettison handles to determine whether two spring pins are installed, and installation of a second spring pin, if necessary. If the initial inspection indicates that the handle shafts are not locked to the jettison systems, the proposal would require, before further flight, replacement of the sheared spring

pin with two spring pins. This proposal is prompted by a factory inspection performed by the manufacturer that revealed that the forward passenger door jettison handles may have been fitted with one spring pin instead of two spring pins at the door jettison handle attachment points. The actions would be required to be accomplished in accordance with the service bulletin described previously.

The FAA estimates that 27 helicopters of U.S. registry would be affected by this proposed AD, that it would take approximately 8 work hours per helicopter to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$230 per helicopter. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$19,170.

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 USC 106(g), 40101, 40113, 44701.

### § 39.13 [Amended]

Section 39.13 is amended by adding a new airworthiness directive to read as follows:

Societe Nationale Industrielle Aerospatiale and Eurocopter France (Eurocopter France): Docket No. 95-SW-01-AD.

*Applicability:* Model SA-365N, N1, and N2 helicopters, serial numbers (S/N) 6008, 6033, 6083, 6084, 6085, 6093, 6120 and higher that have not been modified in accordance with Avis De Modification (AMS) 365A07-56B15, certificated in any category.

Note 1: This AD applies to each helicopter 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 helicopters that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (b) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any helicopter from the applicability of this AD.

*Compliance:* Required as indicated, unless accomplished previously.

To prevent a loss of the doors in flight and subsequent damage to the horizontal stabilizer, main fin, or lateral fins, accomplish the following:

(a) Within 30 days after the effective date of this AD, left and right forward passenger door jettison systems, cut the snapwire on the door jettison handle, and, without turning the handle completely, determine whether the handle is locked to the jettison mechanism, in accordance with paragraph 1C1 of Eurocopter Service Bulletin (SB) SAA365, No. 01.38, dated January 31, 1994. Based on the results of this procedure, perform the following as appropriate:

(1) If the door jettison handle shaft is locked to the jettison system,  
(i) Install the snapwire (annealed copper safety wire, black enameled, 0.3mm diameter) on each door jettison handle in accordance with paragraph 1C2(a) of SB SA 365, No. 01.38, dated January 31, 1994.

(ii) Within 500 hours time-in-service (TIS) after the effective date of this AD, in accordance with paragraphs 1C3 and 1C3(a) of SB SA 365, No. 01.38, dated January 31, 1994, accomplish the following:

(A) Remove the doors and remove the trimming panels from the passenger door posts. Visually inspect each door to

determine whether two spring pins are installed to fasten each jettison handle.

(B) If only one spring pin is installed, install a second spring pin.

(C) Reinstall the trimming panel

(D) Reinstall the door

(E) Install the snapwire as specified in paragraph (a)(1)(i) of this AD.

(2) If a door jettison handle shaft is not locked to the jettison system, before further flight, accomplish the following in accordance with paragraphs 1C3 and 1C3(b) of SB SA 365, No. 01.38, dated January 31, 1994:

(i) Remove the door and the trimming panel

(ii) Remove the sheared spring pin.

(iii) Replace the sheared spring pin with two spring pins

(iv) Reinstall the door trimming panels

(v) Reinstall the door

(vi) Install the snapwire as described in paragraph (a)(1)(i) of this AD.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used when 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.

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

Issued in Fort Worth, Texas, on October 26, 1995.

Eric Bries,

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

[FR Doc. 95-27203 Filed 11-1-95; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF THE INTERIOR

### Minerals Management Service

#### 30 CFR Part 250

RIN 1010-AB99

#### Training of Lessee and Contractor Employees Engaged in Oil and Gas and Sulphur Operations in the Outer Continental Shelf (OCS)

**AGENCY:** Minerals Management Service (MMS), Interior.

**ACTION:** Proposed rule.

**SUMMARY:** This proposed rule would amend MMS regulations governing the training of lessee and contractor employees engaged in oil and gas and sulphur operations in the OCS. MMS is

amending these regulations to simplify the training options, to provide the flexibility to use alternative training methods, and to provide the option to allow third parties to certify schools.

**DATES:** MMS will consider all comments we receive by January 31, 1996. We will begin reviewing comments at that time and may not fully consider comments we receive after January 31, 1996.

**ADDRESSES:** Mail or hand-carry comments to the Department of the Interior; Minerals Management Service; Mail Stop 4700; 381 Elden Street; Herndon, Virginia 22070-4817; Attention: Chief, Engineering and Standards Branch.

**FOR FURTHER INFORMATION CONTACT:** Jerry Richard, Information and Training Branch, telephone (703) 787-1582 or FAX (703) 787-1575.

**SUPPLEMENTARY INFORMATION:** On August 5, 1994, MMS published an advance notice of proposed rulemaking (ANPR) concerning the training of lessee and contractor employees engaged in drilling, well-completion, well-workover, well-servicing, or production operations in the OCS. The ANPR suggested five options to improve the existing regulations at 30 CFR Part 250, Subpart O, Training. The ANPR also encouraged the public to suggest other viable options.

During the comment period, which ended on October 19, 1994, MMS held a workshop to provide a mechanism to exchange ideas about improvements to subpart O. MMS announced the September 29, 1994, workshop in the Federal Register on August 31, 1994.

MMS received 33 comments from industry, support contractors, training schools, and academia. Some comments favored a third-party certification option and others favored the current system with minor changes to be more flexible.

MMS agrees that it should be more flexible in training options and it should allow a third party to relieve some of the burden to the Government. After analyzing the comments received from the ANPR and the workshop and after analyzing our future goals, MMS determined that it needs to amend the existing training regulations.

The revision would:

- Streamline the current regulations by 80 percent
- Provide flexibility to use alternative training methods
- Provide the option for a third party to certify schools

MMS is developing the criteria for approving third parties to certify training schools and their programs. We plan to have the criteria available for the