

submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 99-CE-08-AD." The postcard will be date stamped and returned to the commenter.

Regulatory Impact

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 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 (otherwise, an evaluation is not required). A copy of it, if filed, may be obtained from the Rules Docket.

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 (AD) to read as follows:

99-07-11 Socata—Groupe Aerospatiale: Amendment 39-11096; Docket No. 99-CE-08-AD.

Applicability: Model TBM 700 airplanes, all serial numbers, certificated in any category.

Note 1: This AD applies to each airplane 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 airplanes 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 (d) 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 in the body of this AD, unless already accomplished.

To prevent structural damage to the stabilizer caused by outboard hinge fitting cracks, which could result in uncontrolled flight if the hinges break, accomplish the following:

(a) Upon accumulating 300 hours time-in-service (TIS) on the outboard hinge fittings of the horizontal stabilizer or within the next 25 hours TIS after the effective date of this AD, whichever occurs later, inspect the outboard hinge fittings of the horizontal stabilizer (part numbers in paragraphs (a)(1) and (a)(2) of this AD) for cracks. Accomplish this inspection in accordance with the Accomplishment Instructions section of SOCATA Alert Service Bulletin SB 70-077-55, dated February 1999:

(1) *Left-hand (LH) outboard hinge fitting:* part number T700A5510065000; and

(2) *Right-hand (RH) outboard hinge fitting:* part number T700A5510065001.

(b) If any cracked outboard hinge fitting is found during the inspection required by paragraph (a) of this AD, prior to further flight, replace the cracked hinge fitting with an FAA-approved part that is free from cracks. Accomplish this replacement in accordance with the applicable maintenance manual.

(c) Special flight permits may be issued in accordance with sections 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.

(d) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, Small Airplane Directorate, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Small Airplane Directorate.

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

(e) Questions or technical information related to SOCATA Alert Service Bulletin SB 70-077-55, February 1999, should be directed to SOCATA Groupe AEROSPATIALE, Customer Support, Aerodrome Tarbes-Ossun-Lourdes, BP 930-

F65009 Tarbes Cedex, France; telephone: (33) 5.62.41.73.00; facsimile: (33) 5.62.41.76.54; or the Product Support Manager, SOCATA—Groupe AEROSPATIALE, North Perry Airport, 7501 Pembroke Road, Pembroke Pines, Florida 33023; telephone: (954) 894-1160; facsimile: (954) 964-4191. This service information may be examined at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(f) The inspection required by this AD shall be done in accordance with SOCATA Alert Service Bulletin SB 70-077-55, February 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 SOCATA Groupe AEROSPATIALE, Customer Support, Aerodrome Tarbes-Ossun-Lourdes, BP 930-F65009 Tarbes Cedex, France; or the Product Support Manager, SOCATA—Groupe AEROSPATIALE, North Perry Airport, 7501 Pembroke Road, Pembroke Pines, Florida 33023. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

Note 3: The subject of this AD is addressed in French AD T1999-060(A), dated February 1999.

(g) This amendment becomes effective on April 16, 1999.

Issued in Kansas City, Missouri, on March 18, 1999.

Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 99-7385 Filed 3-26-99; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-SW-57-AD; Amendment 39-11093; AD 99-07-08]

RIN 2120-AA64

Airworthiness Directives; Eurocopter France Model SA. 315B Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to Eurocopter France Model SA. 315B helicopters. This action requires inspecting the spar skin and main rotor blade (blade) root reinforcement strip area for bonding separation, corrosion, or a crack, and replacing the blade, if necessary. This amendment is prompted by the in-flight

failure of a blade. The actions specified in this AD are intended to detect bonding separation, corrosion, or a crack in the area of the blade root reinforcement strip, which could result in failure of the blade and subsequent loss of control of the helicopter.

DATES: Effective April 13, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 13, 1999.

Comments for inclusion in the Rules Docket must be received on or before May 28, 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-57-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

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: Richard Monschke, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5116, fax (817) 222-5961.

SUPPLEMENTARY INFORMATION: The Direction Générale De L'Aviation Civile (DGAC), which is the airworthiness authority for France, recently notified the FAA that an unsafe condition may exist on Model SA. 315B helicopters. The DGAC advises that, due to the failure of a blade, the spar skin and blade root reinforcement strip area should be checked for separations, cracks, and corrosion.

Eurocopter France has issued Eurocopter SA 315 Service Bulletin No. 05.34, Revision No. 1, dated September 28, 1998 (SB). That SB specifies a check for bonding separation on both the spar skin and the reinforcement strip area, and a visual inspection for cracks or corrosion in the blade root area skin using a 3- to 7-power magnifying glass. The DGAC classified this SB as mandatory and issued DGAC AD 98-277-040(A), dated July 15, 1998, and 98-277-040(A)R1, dated December 16, 1998, in order to assure the continued airworthiness of these helicopters in France. The DGAC AD and the

Eurocopter SB recommend accomplishing the initial inspection within 25 flying hours or 6 months, whichever occurs first. The FAA has determined that the initial inspection must be accomplished before further flight to ensure public safety.

This helicopter model is manufactured in France and is 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. The short compliance time involved is required because the previously described critical unsafe condition can adversely affect the structural integrity of the helicopter. Therefore, the initial inspections are required before further flight, and the repetitive inspections are required at intervals not to exceed 100 hours time-in-service (TIS) or 6 months, whichever occurs first, and this AD must be issued immediately.

Since an unsafe condition has been identified that is likely to exist or develop on other Eurocopter France Model SA. 315B helicopters of the same type design registered in the United States, this AD is being issued to detect a bonding separation, corrosion, or a crack in the area of the blade root reinforcement strip, which could result in failure of the blade and loss of control of the helicopter. This AD requires inspecting each spar skin and blade root reinforcement strip area for a bonding separation, corrosion, or a crack, and replacing the blade if necessary. The actions are required to be accomplished in accordance with the SB described previously.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment on this AD are impractical, and that good cause exists for making this amendment effective in less than 30 days.

Cost Impact

The FAA estimates that 33 helicopters will be affected by this AD, that it will take approximately 1.5 work hours to do the visual inspection, and 16.0 hours to replace a blade, if necessary, and that the average labor rate is \$60 per work hour. Required parts will cost

approximately \$40,000 per helicopter. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$1,354,650 to conduct one inspection, and to replace one blade per helicopter.

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. 98-SW-57-AD." The postcard will be date stamped and returned to the commenter.

Regulatory Impact

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's Determination

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 99-07-08 Eurocopter France:

Amendment 39-11093. Docket No. 98-SW-57-AD.

Applicability: Model SA. 315B helicopters, with main rotor blades, part number (P/N) 3160S11-10000—all part numbers, 3160S11-30000—all part numbers, 3160S11-35000—all part numbers, 3160S11-40000—all part numbers, 3160S11-45000—all part numbers, 3160S11-50000—all part numbers, or 3160S11-55000—all part numbers, 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 (c) 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 bonding separation, corrosion, or a crack in the area of the main rotor blade (blade) root reinforcement strip, which could result in failure of the blade and loss of control of the helicopter, accomplish the following:

(a) Before further flight, and thereafter at intervals not to exceed 100 hours time-in-service (TIS) or 6 months, whichever occurs first, inspect each blade spar skin and blade root reinforcement strip area for bonding separation, corrosion, or a crack in accordance with paragraphs 2.A. and 2.B. of the Accomplishment Instructions in Eurocopter SA 315 Service Bulletin No. 05.34, Revision No. 1, dated September 28, 1998 (SB), except that notification to Eurocopter La Courneuve, Department E/SRPT, is not required.

(1) For the hatched areas (15 × 50mm and 100 × 10mm) on the upper and lower surfaces, if bonding separation is found, replace the blade with an airworthy blade prior to further flight (refer to Figure 1 of the SB).

(2) Bonding separation in the non-hatched area (100 × 10mm) of the upper and lower surfaces is permissible but must be inspected using a tapping method at intervals not to exceed 25 hours TIS in order to monitor any propagation. If bonding separation reaches the hatched area, the blade must be replaced with an airworthy blade before further flight.

(b) Before further flight, and thereafter at intervals not to exceed 100 hours TIS or 6 months, whichever occurs first, visually inspect for a crack or corrosion on the upper and lower skin in the 100 × 100mm blade root area. If a crack or corrosion is detected, replace the blade with an airworthy blade prior to further flight (refer to Figure 1 of the SB).

(c) 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.

(d) Special flight permits will not be issued.

(e) The inspections shall be done in accordance with Eurocopter SA 315 Service Bulletin No. 05.34, Revision No. 1, dated September 28, 1998. 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 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.

(f) This amendment becomes effective on April 13, 1999.

Note 3: The subject of this AD is addressed in Direction Générale De L'Aviation Civile (France) AD 98-277-040(A), dated July 15, 1998, and AD 98-277-040(A)R1, dated December 16, 1998.

Issued in Fort Worth, Texas, on March 18, 1999.

Eric Bries,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 99-7384 Filed 3-26-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-CE-97-AD; Amendment 39-11095; AD 99-07-10]

RIN 2120-AA64

Airworthiness Directives; Industrie Aeronautiche e Meccaniche Model Piaggio P-180 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to all Industrie Aeronautiche e Meccaniche (I.A.M.) Model Piaggio P-180 airplanes. This AD requires inspecting the upper and lower engine nacelle inner panels for any loose or partially detached inner film, and removing any loose or partially detached inner film. This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Italy. The actions specified by this AD are intended to prevent the accumulation of loose particles on the engine inlet screen caused by film delamination, which could result in reduced engine power and possible loss of airplane control.

DATES: Effective May 10, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 10, 1999.

ADDRESSES: Service information that applies to this AD may be obtained from I.A.M. Rinaldo Piaggio S.p.A., Via Cibrario, 4 16154 Genoa, Italy. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the