

# Rules and Regulations

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## FARM CREDIT ADMINISTRATION

### 12 CFR Parts 612, 614 and 618

RIN 3052-AB85

#### Standards of Conduct; Loan Policies and Operations; General Provisions; Regulatory Burden; Effective Date

**AGENCY:** Farm Credit Administration.  
**ACTION:** Confirmation of effective date; partial withdrawal.

**SUMMARY:** The Farm Credit Administration (FCA) published a direct final rule, with opportunity for comment, amending parts 612, 614 and 618 on August 9, 1999 (64 FR 43046). This direct final rule would reduce regulatory burden on the Farm Credit System (FCS or System) by repealing or amending 16 regulations. These revisions provide System banks and associations with greater flexibility concerning loan sales, agricultural secondary market activities, loans to insiders, letters of credit, information programs, travel expenses, and disclosing borrower information during litigation. The opportunity for comment expired on September 8, 1999. We received a significant adverse comment on the direct final rule regarding insider loans. As a result, the revision to subpart M of part 614 will not become effective. All other regulations in the direct final rule will become effective in accordance with this document. Pursuant to 12 U.S.C. 2252, the effective date of the final rule is 30 days from the date of publication in the **Federal Register** during which either or both Houses of Congress are in session. Based on the records of the sessions of Congress, the effective date of the regulations is October 13, 1999.

**EFFECTIVE DATE:** The regulation amending 12 CFR parts 612, 614 and 618 published on August 9, 1999 (64 FR 43046) is effective October 13, 1999, except that the revision to subpart M of

part 614 (amendatory instruction #9 on page 43049) is withdrawn as of October 13, 1999.

#### FOR FURTHER INFORMATION CONTACT:

Eric Howard, Senior Policy Analyst, or Dale Aultman, Policy Analyst, Office of Policy and Analysis, Farm Credit Administration, McLean, VA 22102-5090, (703) 883-4498, TDD (703) 883-4444,

or

Richard A. Katz, Senior Attorney, Office of General Counsel, Farm Credit Administration, McLean, VA 22102-5090, (703) 883-4020, TDD (703) 883-4444.

**SUPPLEMENTARY INFORMATION:** Our direct final rule reduces unnecessary regulatory burden on FCS institutions by repealing or revising 16 regulations that System commenters identified as burdensome. Direct final rulemaking enables Federal agencies to quickly adopt noncontroversial regulations without the usual notice and comment period. On August 9, 1999, we notified you that this rule would become effective 30 days after publication in the **Federal Register** during which either or both Houses of Congress are in session unless we received a significant adverse comment by September 8, 1999. A significant adverse comment is one where a commenter explains why the rule would be inappropriate (including challenges to its underlying premise of approach), ineffective, or unacceptable. Our August 9, 1999 notice informed you that if we received a significant adverse comment about any amendment, paragraph, or section of this rule, we would withdraw it, but adopt all other provisions as a final rule. We received a significant adverse comment on the revision to § 614.4460 concerning insider loans. As a result, the revision to subpart M of part 614 will not become effective, and we will notify you how we plan to proceed. Existing §§ 614.4450, 614.4460 and 614.4470 remain in full force and effect. All other regulations in the direct final rule take effect on October 13, 1999.

(12 U.S.C. 2252(a)(9) and (10))

Dated: October 7, 1999.

**Vivian L. Portis,**

*Secretary, Farm Credit Administration Board.*  
[FR Doc. 99-26749 Filed 10-13-99; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 98-SW-75-AD; Amendment 39-11369; AD 99-21-24]

RIN 2120-AA64

#### Airworthiness Directives; Eurocopter France Model SA-365C, C1, C2, N, and 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-365C, C1, C2, N, and N1; AS-365N2; and SA-366G1 helicopters, that requires inspecting the tightening torque of the main rotor hub blade attach beam spherical thrust bearing bolts (bolts). This AD also requires either applying the specified torque or, if necessary, conducting a dye penetrant inspection for cracks in the metal components. Replacing the spherical thrust bearing (bearing) with an airworthy bearing is also required if a crack is found. This amendment is prompted by reports of cracks in the metal components of the bearing attachment joint. The actions specified by this AD are intended to prevent loosening of bearing bolts in flight, which may cause cracks in the metal components, failure of the bearing, and subsequent loss of control of the helicopter.

**EFFECTIVE DATE:** November 18, 1999.

**FOR FURTHER INFORMATION CONTACT:** Shep Blackman, Aerospace Engineer, FAA, Rotorcraft Directorate, Regulations Group, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5296, 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-365C, C1, C2, N, and N1; AS-365N2; and SA-366G1 helicopters was published in the **Federal Register** on July 9, 1999 (64 FR 37046). That action proposed to require inspecting the tightening torque of the bolts and either applying a specified torque or, if

necessary, conducting a dye penetrant inspection for cracks in the metal components. Replacing the bearing with an airworthy bearing was also proposed if a crack was found.

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 100 helicopters of U.S. registry will be affected by this AD, that it will take approximately 0.5 work hour and approximately 3,000 inspections over the life of the fleet per helicopter to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$3,000 per helicopter. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$9,030,000 assuming 10 ship sets of bearings would need to be replaced on the fleet.

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 FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

#### List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, 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 99-21-24 Eurocopter France:**

Amendment 39-11369. Docket No. 98-SW-75-AD.

**Applicability:** Model SA-365C, C1, C2, N, and N1; AS-365N2; and SA-366G1 helicopters, 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 within 550 hours time-in-service (TIS), unless accomplished previously, and thereafter at intervals not to exceed 550 hours TIS.

To prevent loosening of the main rotor hub blade attach beam spherical thrust bearing bolts (bolts), cracks in the metal components, failure of a spherical thrust bearing (bearing), and subsequent loss of control of the helicopter, accomplish the following:

(a) Inspect the tightening torque of the bolts as indicated by "A" in Figure 1.

(1) If tightening torque is equal to or less than 12 m.daN (88.4 lb-ft), remove the bearing and conduct a dye penetrant inspection for cracks on the two contact surfaces identified as "H" in Figure 1.

(i) If a crack is detected, replace the bearing with an airworthy bearing.

(ii) If no crack is detected, reinstall the bearing.

**Note 2:** Eurocopter France Service Bulletins 05.22, 05.24, and 05.00.39, all dated July 17, 1998, pertain to the subject of this AD.

(2) If the tightening torque is greater than 12 m.daN (88.4 lb-ft), then tighten to 19-22 m.daN (140-162.2 lb-ft).

**BILLING CODE 4910-13-P**

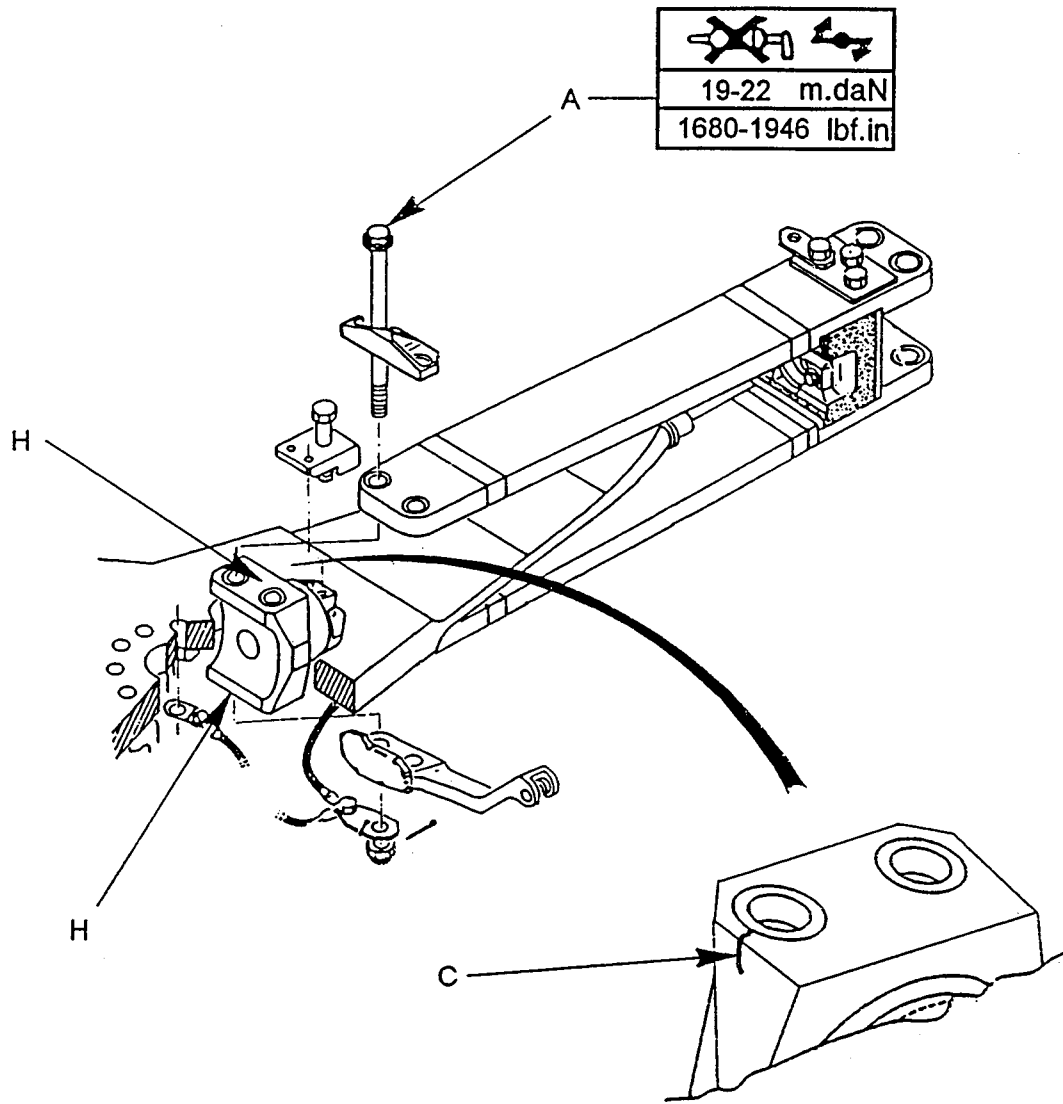


Figure 1

(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 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 3:** 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 sections 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.

(d) This amendment becomes effective on November 18, 1999.

**Note 4:** The subject of this AD is addressed in Direction Generale De L'Aviation Civile (France) AD's 98-383-044(A) for the Model SA-365C, 98-382-024-(A) for the Model SA-366, and 98-384-047(A) for the Model AS-365N helicopters. These AD's are all dated September 23, 1998.

Issued in Fort Worth, Texas, on October 5, 1999.

**Mark R. Schilling,**

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

[FR Doc. 99-26712 Filed 10-13-99; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 99-SW-29-AD; Amendment 39-11370; AD 99-21-25]

RIN 2120-AA64

#### **Airworthiness Directives; Eurocopter France Model SE.3160, SA.315B, SA.316B, SA.316C, and SA.319B 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 SE.3160, SA.315B, SA.316B, SA.316C, and SA.319B helicopters with a main gearbox (MGB), all part numbers, not modified in accordance with MOD 072241. This action requires, prior to further flight and thereafter prior to the first flight of each day, inspecting the MGB magnetic plug for metal particles. This AD also requires inspecting the MGB oil filter for metal particles. This amendment is prompted by the failure of a bevel wheel gear attachment bolt

(bolt) during testing of an SA.315B MGB. The actions specified in this AD are intended to detect a condition that could cause bolt failure and damage to the MGB, resulting in loss of drive to the main rotor and subsequent loss of control of the helicopter.

**DATES:** Effective October 29, 1999.

Comments for inclusion in the Rules Docket must be received on or before December 13, 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-29-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

**FOR FURTHER INFORMATION CONTACT:**

Shep Blackman, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5296, fax (817) 222-5961.

**SUPPLEMENTARY INFORMATION:** The Direction Generale De L'Aviation Civile (DGAC), the airworthiness authority for France, notified the FAA that an unsafe condition may exist on Model SE.3160, SA.315B, SA.316B, SA.316C, and SA.319B helicopters with a MGB, all part numbers, not modified in accordance with MOD 072241. The DGAC advises that bolt failure, which occurred when testing an SA.315B MGB, could lead to damage of the MGB and loss of rotor drive.

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 all available information, and determined that AD action is necessary for products of these type designs that are certificated for operation in the United States.

An unsafe condition has been identified that is likely to exist or develop on other Model SE.3160, SA.315B, SA.316B, SA.316C, and SA.319B helicopters with a MGB, all part numbers, not modified in accordance with MOD 072241 of the same type design registered in the United States. Therefore, this AD is being issued to detect a condition that could cause bolt failure and damage to the MGB. This AD requires inspecting the MGB magnetic plug for metal particles prior to further flight and prior

to the first flight of each day. This AD also requires inspecting the MGB oil filter for metal particles at intervals not to exceed 25 hours time-in-service. The actions are required to be accomplished in accordance with the applicable maintenance manuals. The short compliance time involved is required because the previously described critical unsafe condition can adversely affect the controllability of the helicopter. Therefore, inspecting the MGB magnetic plug for metal particles is required prior to further flight and this AD must be issued immediately.

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

The FAA estimates that 93 helicopters will be affected by this AD, that it will take approximately 0.25 work hour to inspect the magnetic plug prior to the first flight of each day and 2 work hours to inspect the oil filter every 25 hours TIS, and that the average labor rate is \$60 per work hour. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$318,060 annually, assuming any metal particles found are not enough to require a cleaning or an overhaul of the MGB and that each helicopter is flown 100 days per year for 4 hours each day.

#### **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