

accordance with section 605(b) of the RFA, 5 U.S.C. 605(b), the Finance Board hereby certifies that this proposed rule, if promulgated as a final rule, will not have a significant economic impact on a substantial number of small entities.

List of Subjects in 12 CFR Part 935

Credit, Federal home loan banks, Reporting and recordkeeping requirements.

Accordingly, the Finance Board amends 12 CFR part 935 as follows:

PART 935—ADVANCES

1. The authority citation for part 935 is revised to read as follows:

Authority: 12 U.S.C. 1422a(a)(3), 1422b(a)(1), 1426, 1429, 1430, 1430b and 1431.

Subpart A—Advances to Members

2. Amend § 935.1 by revising the definition of "Mortgage-backed security" to read as follows:

§ 935.1 Definitions.

* * * * *

Mortgage-backed security means:

(1) An equity security representing an ownership interest in:

(i) Fully disbursed, whole first mortgage loans on improved residential real property; or

(ii) Mortgage pass-through or participation securities which are themselves backed entirely by fully disbursed, whole first mortgage loans on improved residential real property; or

(2) An obligation, bond, or other debt security backed entirely by the assets described in paragraph (1)(i) or (ii) of this definition.

* * * * *

3. Amend § 935.9 as follows:

a. Add to the headings of paragraphs (b), (c) and (e) the word "advances" preceding the word "collateral";

b. Revise paragraph (a) as follows:

§ 935.9 Collateral.

(a) *Eligible security for advances.* At the time of origination or renewal of an advance, each Bank shall obtain, and thereafter maintain, a security interest in collateral that meets the requirements of one or more of the following categories:

(1) *Mortgage loans and privately issued securities.* (i) Fully disbursed, whole first mortgage loans on improved residential real property not more than 90 days delinquent; or

(ii) Privately issued mortgage-backed securities, excluding the following:

(A) Securities that represent a share of only the interest payments or only the principal payments from the underlying mortgage loans;

(B) Securities that represent a subordinate interest in the cash flows from the underlying mortgage loans;

(C) Securities that represent an interest in any residual payments from the underlying pool of mortgage loans; or

(D) Such other high-risk securities as the Board in its discretion may determine.

(2) *Agency securities.* Securities issued, insured or guaranteed by the United States Government, or any agency thereof, including without limitation:

(i) Mortgage-backed securities, as defined in § 935.1 of this part, issued or guaranteed by the Federal Home Loan Mortgage Corporation, the Federal National Mortgage Association, the Government National Mortgage Association, or any other agency of the United States Government;

(ii) Mortgages or other loans, regardless of delinquency status, to the extent that the mortgage or loan is insured or guaranteed by the United States or any agency thereof, or otherwise is backed by the full faith and credit of the United States, and such insurance, guarantee or other backing is for the direct benefit of the holder of the mortgage or loan; and

(iii) Securities backed by, or representing an equity interest in, mortgages or other loans referred to in paragraph (a)(2)(ii) of this section.

(3) *Deposits.* Deposits in a Bank.

(4) *Other collateral.* (i) Except as provided in paragraph (a)(4)(iii) of this section, other real estate-related collateral acceptable to the Bank if:

(A) Such collateral has a readily ascertainable value; and

(B) The Bank can perfect a security interest in such collateral.

(ii) Eligible other real estate-related collateral may include, but is not limited to:

(A) Privately issued mortgage-backed securities not otherwise eligible under paragraph (a)(1)(ii) of this section;

(B) Second mortgage loans, including home equity loans;

(C) Commercial real estate loans; and

(D) Mortgage loan participations.

(iii) A Bank shall not permit the aggregate amount of outstanding advances to any one member, secured by such other real estate-related collateral, to exceed 30 percent of such member's capital, as calculated according to GAAP, at the time the advance is issued or renewed.

(5) *Securities representing equity interests in eligible advances collateral.* Any security the ownership of which represents an undivided equity interest in underlying assets, all of which qualify either as:

(i) Eligible collateral under paragraphs (a)(1) or (2) of this section; or

(ii) Cash or cash equivalents.

* * * * *

4. Amend § 935.11 by revising paragraph (b) to read as follows:

§ 935.11 Pledged collateral; verification.

* * * * *

(b) *Collateral verification.* Each Bank shall establish written procedures and standards for verifying the existence of collateral securing the Bank's advances, and shall regularly verify the existence of the collateral securing its advances in accordance with such procedures and standards.

Dated: March 19, 1999.

By the Board of Directors of the Federal Housing Finance Board.

Bruce A. Morrison,
Chairman.

[FR Doc. 99-8356 Filed 4-5-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-ANE-08-AD; Amendment 39-11103; AD 99-07-19]

RIN 2120-AA64

Airworthiness Directives; AlliedSignal Inc. TFE731-40R-200G Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to AlliedSignal Inc. TFE731-40R-200G turbofan engines. This action requires inspection of the fuel flow meter tube assembly part number (P/N) 3061157-2, which connects the fuel control to the fuel flow meter, and eventual replacement of the tube and fuel flow meter mounting bracket. This amendment is prompted by two in-flight shutdowns on two recently certified TFE731-40R turbofan engines within the last six months that resulted from fuel flow meter tube assembly failures. The actions specified in this AD are intended to prevent fuel from spraying on and around electrical components due to a cracked fuel line, which can result in an in-flight engine shutdown, and could possibly result in an engine fire.

DATES: Effective April 21, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of April 21, 1999.

Comments for inclusion in the Rules Docket must be received on or before June 7, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 99-ANE-08-AD, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may also be sent via the Internet using the following address: "9-ad-engineprop@faa.gov." Comments sent via the Internet must contain the docket number in the subject line.

AlliedSignal Inc. service information referenced in this AD may be obtained from AlliedSignal Aerospace Services Attn: Data Distribution, M/S 64-3/2101-201, P.O. Box 29003, Phoenix, AZ 85038-9003; telephone (602) 365-2493, fax (602) 365-5577. Astra service information referenced in this AD may be obtained from Galaxy Aerospace Company, Attn: Publications, One Galaxy Way, Alliance Airport, Fort Worth, TX, 76177; telephone (817) 837-3740, fax (817) 837-3739. This information may be examined at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Joseph Costa, Aerospace Engineer, Los Angeles Aircraft Certification Office, FAA, Transport Airplane Directorate, 3960 Paramount Blvd., Lakewood, CA 90712-4137; telephone (562) 627-5246, fax (562) 627-5210.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) has received reports of failures of the fuel flow meter tube assembly between the fuel control and the fuel flow meter. These failures caused uncommanded in-flight shutdowns of the AlliedSignal Inc., TFE731-40R-200G turbofan engines. In one incident, an Israel Aircraft Industries, LTD. (IAI) Astra SPX airplane operator experienced an uncommanded engine rollback to shutdown. The post-flight investigation revealed a fracture of the fuel flow meter tube assembly, part number (P/N) 3061157-2, located between the fuel control unit and the fuel flow meter. Before this incident, the operator had experienced fuel flow fluctuations and had performed maintenance in the area of the fuel flow meter tube assembly in

accordance with standard troubleshooting procedures. In another incident, an SPX operator experienced a fracture in a fuel flow meter tube assembly of the same P/N. This incident occurred shortly after replacement of the fuel control/main fuel pump. The FAA has concluded that the current rigid tube assembly design is not tolerant of normal maintenance actions and, therefore, this action is necessary to introduce a flexible hose design.

Since the initial incident, the FAA has verified that the fuel flow meter tube assembly, P/N 3061157-2, meets design intent, but could benefit from a more robust design from a maintenance standpoint. This condition, if not corrected, could result in fuel spraying on and around electrical components due to a cracked fuel line, which can result in an in-flight engine shutdown, and could possibly result in an engine fire.

The FAA has reviewed and approved the technical contents of AlliedSignal Inc. Operator Information Wire (OIW) TFE731-40G-99-01, dated January 7, 1999, that describes procedures for visual inspection of the fuel flow meter tube assembly, P/N 3061157-2, for cracks or leakage, and inspection of the clamping of the fuel flow meter and attached tube assemblies for proper installation. Also, the FAA has approved the technical content of AlliedSignal Inc. Alert Service Bulletin (ASB) TFE731-A73-5119 dated March 4, 1999, and has approved the technical content of Astra Alert Service Bulletin 1125-73A-189 dated March 4, 1999, that describes procedures for installing the new flexible fuel line and fuel flow meter mounting bracket.

Since an unsafe condition has been identified that is likely to exist or develop on other AlliedSignal Inc. TFE731-40R-200G turbofan engines of the same type design, this AD is being issued to prevent fuel from spraying on and around electrical components due to a cracked fuel line, which can result in an in-flight engine shutdown, and could possibly result in an engine fire. This AD requires the inspection of the fuel flow meter tube assembly, P/N 3061157-2, for cracks or leakage and for proper clamping within 5 hours time-in-service (TIS) after the effective date of this AD if any maintenance has been performed that required disconnecting the fuel flow meter tube assembly or the support clamping of the fuel meter or attached tube assemblies, or if it is unknown if any maintenance has been performed. This AD also requires inspection of the fuel flow meter tube assembly, P/N 3061157-2, for cracks or leakage and for proper clamping within

25 hours TIS after the effective date of this AD if no maintenance has been performed that required disconnecting the fuel flow meter tube assembly or the support clamping of the fuel meter or attached tube assemblies. This AD also requires replacement of fuel flow meter tube assembly, P/N 3061157-2, with a new flexible fuel line assembly and replacement of the fuel flow meter mounting bracketing within 30 days after the effective date of this AD. The inspections and replacements are required to be done in accordance with the service information 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 hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

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 notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 99-ANE-08-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 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 the following new airworthiness directive:

99-07-19 AlliedSignal Inc.: Amendment 39-11103. Docket 99-ANE-08-AD.

Applicability: AlliedSignal Inc. TFE731-40R-200G turbofan engines installed on, but not limited to, Israel Aircraft Industries LTD (IAI), Model Astra SPX airplanes.

Note 1: This airworthiness directive (AD) applies to each engine 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 engines 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 done previously.

To prevent fuel from spraying on and around electrical components due to a cracked fuel line, which can result in an in-flight engine shutdown, and could possibly result in an engine fire do the following:

(a) Inspect the fuel flow tube assembly, P/N 3061157-2, within 5 hours time-in-service (TIS) after the effective date of this AD, in accordance with Operator Information Wire (OIW) TFE731-40G-99-01, dated January 7, 1999, Compliance/Accomplishment Instructions step (2)(a) through step (2)(f) if any of the following actions have been done:

- (1) If the fuel control or fuel flow meter have been removed or replaced;
- (2) If maintenance has been performed which required removal of the clamping which supports the fuel flow meter or the attached tube assemblies; or
- (3) If it is unknown if any maintenance has been done.

If the fuel flow tube assembly is cracked or shows evidence of leakage, or if the fuel flow meter clamping is suspected of applying stress to the tube assembly, replace the fuel flow tube assembly with serviceable parts in accordance with the Accomplishment Instructions of AlliedSignal Alert Service Bulletin (ASB) TFE731-A73-5119, dated March 4, 1999, and in accordance with the Accomplishment Instructions of Astra Alert Service Bulletin 1125-73A-189, dated March 4, 1999, prior to further flight.

(b) Inspect the fuel flow tube assembly, P/N 3061157-2, within 25 hours TIS after the

effective date of this AD, in accordance with OIW TFE731-40G-99-01, dated January 7, 1999, Compliance/Accomplishment Instructions, step (1)(a) through step (1)(b), if the fuel control or fuel flow meter has not been removed or replaced since new and maintenance has not been done which required the removal of the clamping that supports the fuel flow meter or the attached tube assemblies. If the fuel flow tube assembly is cracked or shows evidence of leakage, or if the fuel flow meter clamping is suspected of applying stress to the tube assembly, replace the fuel flow tube assembly and fuel flow meter mounting bracket with serviceable parts in accordance with the Accomplishment Instructions of AlliedSignal Alert Service Bulletin (ASB) TFE731-A73-5119, dated March 4, 1999, and in accordance with the Accomplishment Instructions of Astra Alert Service Bulletin 1125-73A-189, dated March 4, 1999, prior to further flight.

(c) Within 30 days after the effective date of this AD, replace fuel flow tube assembly, P/N 3061157-2 and existing fuel flow meter mounting bracket with serviceable parts in accordance with the Accomplishment Instructions of AlliedSignal Alert Service Bulletin (ASB) TFE731-A73-5119, dated March 4, 1999, and in accordance with the Accomplishment Instructions of Astra Alert Service Bulletin 1125-73A-189, dated March 4, 1999.

(d) If the flexible fuel line assembly, P/N 3061288-1, and fuel flow meter mounting bracket, P/N 3061293-1, are installed, or if rigid fuel flow tube assembly P/N 3060999-2 is installed, no further action is required and the requirements of this AD have been completed.

(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, Los Angeles Aircraft Certification Office. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Los Angeles Aircraft Certification Office.

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

(g) The inspection and part replacement shall be done in accordance with the following service information:

Document No.	Pages	Revision	Date
TFE731-40G-99-01, AlliedSignal Inc. Operator Information Wire	3	Original	January 7, 1999.
TFE731-A73-5119, AlliedSignal Inc. Alert Service Bulletin	10	Original	March 4, 1999.
1125-73A-189, Astra Alert Service Bulletin	8	Original	March 4, 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 of the AlliedSignal Service Bulletin and Operator Information Wire may be obtained from AlliedSignal Aerospace Services Attn: Data Distribution, M/S 64-3/2101-201, P.O. Box 29003, Phoenix, AZ 85038-9003; telephone (602) 365-2493. Copies of the Astra Service Bulletin may be obtained from Galaxy Aerospace Company, Attn: Publications, One Galaxy Way, Alliance Airport, Fort Worth TX, 76177; telephone (817) 837-3740, FAX (817) 837-3739. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(h) This amendment becomes effective on April 21, 1999.

Issued in Burlington, Massachusetts, on March 25, 1999.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 99-8093 Filed 4-5-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-CE-82-AD; Amendment 39-11104; AD 99-07-20]

RIN 2120-AA64

Airworthiness Directives; Avions Pierre Robin Model R2160 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to all Avions Pierre Robin Model R2160 airplanes. This AD requires repetitively inspecting the vertical stabilizer spar in the area of the lower fitting of the rudder for cracks, loose rivets, or spar web distortion; and modifying the vertical stabilizer spar either immediately or at a certain time period depending on whether discrepancies are found during the inspections. This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for France. The actions specified by this AD are intended to detect defects (cracks, loose rivets, or spar web distortion) in the vertical stabilizer spar, which could result in structural failure of the vertical stabilizer with possible reduced or loss of control of the airplane.

DATES: Effective May 17, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 17, 1999.

ADDRESSES: Service information that applies to this AD may be obtained from Avions Pierre Robin, 1, route de Troyes, 21121 Darois-France; telephone: 80 44 20 50; facsimile: 80 35 60 80. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-CE-82-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Karl M. Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone: (816) 426-6932; facsimile: (816) 426-2169.

SUPPLEMENTARY INFORMATION:

Events Leading to the Issuance of This AD

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to all Avions Pierre Robin Model R2160 airplanes was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on January 19, 1999 (64 FR 2863). The NPRM proposed to require repetitively inspecting the vertical stabilizer spar in the area of the lower fitting of the rudder for cracks, loose rivets, or spar web distortion; and modifying the vertical stabilizer spar either immediately or at a certain time period depending on whether discrepancies are found during the inspections.

Accomplishment of the proposed inspections as specified in the NPRM would be required in accordance with Avions Pierre Robin Service Bulletin No. 120, dated September 27, 1990. Accomplishment of the proposed modification as specified in the NPRM would be required in accordance with the instructions included with Avions Pierre Robin Kit No. 97.40.03, as specified in Avions Pierre Robin Service Bulletin No. 120, dated September 27, 1990.

The NPRM was the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for France.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the

proposed rule or the FAA's determination of the cost to the public.

The FAA's Determination

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

Cost Impact

The FAA estimates that 10 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 20 workhours per airplane to accomplish this action, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$100 per airplane. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$13,000, or \$1,300 per airplane.

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.

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 copy of the final 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, Incorporation by reference, Safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the