

September 30, 1997 (62 FR 51007). The final rule amends the regulations relating to loan underwriting in response to comments received from the FCA Board's initiative to reduce regulatory burden and in an effort to streamline the regulations and set clear minimum regulatory standards where appropriate. In accordance with 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 November 5, 1997.

EFFECTIVE DATE: The regulation amending 12 CFR parts 614 and 619 published on September 30, 1997 (62 FR 51007) is effective November 5, 1997.

FOR FURTHER INFORMATION CONTACT:

John J. Hays, Policy Analyst, Policy Development and Risk Control, Farm Credit Administration, McLean, VA 22102-5090, (703) 883-4498;

or

Joy E. Strickland, Senior Attorney, Office of General Counsel, Farm Credit Administration, McLean, VA 22102-5090, (703) 883-4020, TDD (703) 883-4444.

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

Dated: October 31, 1997.

Floyd Fithian,

Secretary, Farm Credit Administration Board.
[FR Doc. 97-29272 Filed 11-4-97; 8:45 am]

BILLING CODE 6705-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-SW-23-AD; Amendment 39-10195; AD 97-23-07]

RIN 2120-AA64

Airworthiness Directives; Eurocopter Deutschland GmbH Model MBB-BK 117 A-1, A-3, A-4, B-1, B-2 and C-1 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to Eurocopter Deutschland GmbH (Eurocopter) Model MBB-BK 117 A-1, A-3, A-4, B-1, B-2, and C-1 helicopters, that establishes a new retirement life for the clutch and requires an entry into the Accessory

Replacement Record indicating the new life limit. This amendment is prompted by a recalculation of life limitations by the part manufacturer, Warner Electric. The clutch manufacturer used the airframe load spectrum to establish the new life limit of 3,600 hours time-in-service (TIS). The actions specified by this AD are intended to prevent failure of the clutch, loss of power to the main rotor and a subsequent forced landing of the helicopter.

EFFECTIVE DATE: December 10, 1997.

FOR FURTHER INFORMATION CONTACT: Mr. Lance T. Gant, Aerospace Engineer, FAA, Rotorcraft Standards Staff, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5114, 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 Deutschland GmbH (Eurocopter) Model MBB-BK 117 A-1, A-3, A-4, B-1, B-2, and C-1 helicopters was published in the **Federal Register** on February 4, 1997 (62 FR 5186). That action proposed to establish a new retirement life for the clutch and to require an entry into the Accessory Replacement Record indicating the new life limit.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comment received.

The one commenter asked for a delay in the issuance of this AD until Warner Electric established a new retirement life on the affected clutch. The commenter indicated that an extended retirement life would be prepared by the clutch manufacturer by the end of May, 1997. To date, the FAA has received no further information about an extension to the retirement life of the clutch.

After careful review of the available data, including the comment noted above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for some non-substantive word changes, insertion of Note 3 referencing the Luftfahrt-Bundesamt (LBA) AD, and correction of the part number in paragraph (b). The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of this AD.

The FAA estimates that 130 helicopters of U.S. registry will be affected by this AD, that it will take approximately 12 work hours per helicopter to accomplish the required actions, and that the average labor rate

is \$60 per work hour. Required parts will cost approximately \$6,000 per helicopter. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$873,600.

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.

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 97-23-07 Eurocopter Deutschland GmbH: Amendment 39-10195. Docket No. 96-SW-23-AD.

Applicability: Model MBB-BK 117 A-1, A-3, A-4, B-1, and B-2 helicopters, serial numbers (S/N) 7001 through 7250, and Model MBB-BK 117 C-1 helicopters, S/N 7500 through 7520, with clutch, part number (P/N) 4639302044 or P/N CL42067-1, 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 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 (d) 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 failure of the clutch, loss of power to the main rotor and a subsequent forced landing of the helicopter, accomplish the following:

(a) Within 30 hours time-in-service (TIS) after the effective date of this AD, make an entry into the Accessory Replacement Record to reflect a new life limit of 3,600 hours TIS for the clutch, P/N 4639302044 or P/N CL42067-1.

(b) Remove the clutch, P/N 4639302044 or P/N CL42067-1, from service on or before reaching 3,600 hours TIS. This AD revises the Airworthiness Limitations section of the maintenance manual by establishing a new retirement life for the clutch, P/N 4639302044 or P/N CL42067-1, of 3,600 hours TIS.

(c) Replacement of the clutch, P/N 4639302044 or P/N CL42067-1, with a clutch, P/N 4639202011, constitutes a terminating action for the requirements of this AD.

(d) 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.

(e) 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.

(f) This amendment becomes effective on December 10, 1997.

Note 3: The subject of this AD is addressed in Luftfahrt-Bundesamt (Germany) AD 95-242, dated June 13, 1995.

Issued in Fort Worth, Texas, on October 30, 1997.

Eric Bries,

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

[FR Doc. 97-29238 Filed 11-4-97; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 96-SW-05-AD; Amendment 39-10194; AD 97-23-06]

RIN 2120-AA64

Airworthiness Directives; Schweizer Aircraft Corporation Model 269A, A-1, B, and C, and TH-55A Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to Schweizer Aircraft Corporation Model 269A, A-1, B, and C, and TH-55A helicopters, with a certain main rotor transmission ring gear (ring gear) installed, that requires inspections of the ring gear teeth for surface deterioration which includes pitting, excessive wearing, cracking or corrosion, and replacement of the ring gear if such ring gear teeth surface deterioration is found; and also requires creating a main rotor transmission component log card (log card), if none is available, and making a notation on the log card if a ring gear is changed. This amendment is prompted by reports of failures of the ring gear due to single tooth distress as a result of improper gear tooth spacing during the manufacturing of the ring gear. The actions specified by this AD are intended to prevent failure of the ring gear, loss of drive to the main rotor gearbox, and a subsequent forced landing.

DATES: Effective December 10, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of December 10, 1997.

ADDRESSES: The service information referenced in this AD may be obtained from Schweizer Aircraft Corporation, P.O. Box 147, Elmira, NY 14902, ATTN: Publications Dept. 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: Mr. Raymond Reinhardt, Aerospace Engineer, New York Aircraft Certification Office, FAA, 10 Fifth Street, 3rd Floor, Valley Stream, New

York 11581, telephone (516) 256-7532, fax (516) 568-2716.

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 Schweizer Aircraft Corporation Model 269A, A-1, B, and C, and TH-55A helicopters was published in the **Federal Register** on November 4, 1996 (61 FR 56640). That action proposed to require inspections of the ring gear teeth for pitting, wearing, cracking or corrosion, and replacement of the ring gear if such ring gear teeth surface deterioration is found. The proposed inspections would be accomplished before further flight if clicking, tapping, or other unusual noises, or unusual vibration is detected while operating the helicopter, or if metal particles are found on the magnetic drain plug during routine maintenance; or, upon installation of replacement transmissions with the affected ring gear; and within the next 50 hours time-in-service (TIS) or at the next annual inspection, whichever occurs first. Thereafter, the notice proposes repetitive inspections at intervals not to exceed 50 hours TIS in accordance with the manufacturer's service bulletin.

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the comments received.

The one commenter states that all ring gears, P/N 269A5104-005, should not be affected by the AD, but that only ring gears, P/N 269A5104-005, manufactured by Eastern Gear Corporation (EGC) and ACR Industries (ACR), should be affected. The same commenter also states that the use of the term "wearing" in the proposed AD needs further amplification because all gear teeth will exhibit wear after some time in service. This wear is normally very minor, but the inference of the proposed AD could lead one to believe that ANY wear is unacceptable. The FAA concurs with both comments and the requirements of this AD are changed accordingly. The applicability paragraph has been revised to specify only those gears manufactured by EGC and ACR. The word "excessive" has been added before the word "wearing" since all gears will experience some wear after some time in service. The inspection for wear, including what constitutes "excessive wear", is contained in the Basic Helicopter Maintenance Instructions, Section 10, which is referenced in Schweizer