

FSA may refrain from taking these actions if you agree to do one, or a combination of the following actions, within an agreed upon time, with FSA's approval:

(1) Sell all the collateral for the loan at market value.

(2) Convey (legally transfer) the collateral to FSA. You may apply or reapply for homestead protection jointly with this action, even if you applied before and were not accepted.

(3) Apply to transfer the collateral to someone else and have that person assume all or part of the FSA debt. (This is called transfer and assumption.)

If any of these options, or foreclosure, result in payment of less than you legally owe, the servicing official will send you a notice providing you with 30 days to submit a debt settlement application. If you do not respond in a timely manner, your account will be sent to the U.S. Department of the Treasury (Treasury) for collection through cross-servicing. If you submit a debt settlement application within the required time frame, and the application is rejected, your debt will be referred to Treasury for cross-servicing after all appeal rights on the debt settlement application are exhausted. Referral of debt to Treasury for cross-servicing is not an appealable action. If your debt is referred for cross-servicing, Treasury may:

(1) Take action to collect the debt by offset or garnishment, including offset of tax refunds and garnishment of salary,

(2) Refer the debt to a private collection agency for collection, or

(3) Refer the debt for collection by the U.S. Department of Justice (DOJ).

Collection fees may be charged to you when collections are made. In addition, FSA will report the debt to a credit bureau. After your account is referred to Treasury, any debt settlement offer must be submitted to Treasury, or its private collection agency contractor. If your account is referred to DOJ for collection, your offer must be made to DOJ.

* * * * *

5. Revise the seventh paragraph of Attachment 3 to Exhibit A to Subpart S to read as follows:

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Attachment 3 * * *

Purpose of Debt Settlement Programs

These programs apply after it has been determined that primary loan service programs cannot help you. You may be eligible for both debt settlement and preservation loan service programs. If you no longer have FSA collateral you will need to apply for debt settlement only. Under these programs, the debt you owe FSA may be settled for less than the amount you owe. You may apply for debt settlement from FSA by requesting and submitting an application for debt settlement on Form RD 1956-1 within 30 days of receiving an additional debt settlement notice. See section IX of 1951-S, Exhibit A, Attachment 1, which is included with this notice.

* * * * *

Signed in Washington, D.C., on November 4, 1999.

August Schumacher, Jr.,

Under Secretary for Farm and Foreign Agricultural Services.

[FR Doc. 99-29866 Filed 11-17-99; 8:45 am]

BILLING CODE 3410-05-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-SW-58-AD; Amendment 39-11429; AD 99-24-05]

RIN 2120-AA64

Airworthiness Directives; Eurocopter Deutschland GMBH (ECD) Model BO-105CB-5 and BO-105-CBS-5 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment supersedes an existing emergency priority letter airworthiness directive (AD), applicable to ECD Model BO-105CB-5 and BO-105-CBS-5 helicopters, that currently requires, before further flight, creating a component log card or equivalent record and determining the calendar age and number of flights on each tension-torsion (TT) strap. This amendment requires the same actions as the emergency priority letter AD and additionally clarifies the compliance time requirements specified in the emergency priority letter AD. This amendment is prompted by an accident in which a main rotor blade (blade) separated from an ECD Model MBB-BK 117 helicopter due to fatigue failure of a TT strap. The same part number TT strap is also used on the ECD Model BO-105 helicopter. The actions specified by this AD are intended to prevent failure of a TT strap, loss of a blade, and subsequent loss of control of the helicopter.

DATES: Effective December 3, 1999. The incorporation by reference of certain publications listed in the regulations is approved by the Director of the **Federal Register** as of December 3, 1999.

Comments for inclusion in the Rules Docket must be received on or before January 18, 2000.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Regional Counsel, Southwest Region, Attention: Rules Docket No. 99-SW-58-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:

Charles Harrison, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5128, fax (817) 222-5961.

SUPPLEMENTARY INFORMATION: On August 11, 1999, the FAA issued Emergency Priority Letter AD 99-17-15, Docket No. 99-SW-50-AD, applicable to ECD Model BO-105CB-5, BO-105CBS, and BO 105 LS A-3 helicopters, which required, before further flight, creating a component log card or equivalent record and determining the calendar age and number of flights on each TT strap. Emergency Priority Letter AD 99-17-15 also required inspecting and removing, as necessary, certain unairworthy TT straps. That action was prompted by an accident in which a blade separated from an ECD Model MBB-BK 117 helicopter resulting in three fatalities. The cause of the blade separation was a TT strap rupture within the main rotor head. The cause of the TT strap rupture remains under investigation. The ECD Model MBB-BK-117 and certain ECD Model BO-105 helicopters use the same part-numbered TT strap. That condition, if not corrected, could result in failure of a TT strap, loss of a blade, and subsequent loss of control of the helicopter.

After issuing Emergency Priority Letter AD 99-17-15, the FAA determined that the calculations for determining the total number of flights on a particular TT strap for the ECD Model BO-105CB-5 and the ECD Model BO-105CBS-5 helicopters were different than the calculation for determining the total number of flights on the part number TT strap for the ECD Model BO-105 LS A-3 helicopters. Therefore, the FAA decided to issue separate ADs with different calculation methods for each of the affected models. Emergency Priority Letter AD 99-20-13, Docket No. 99-SW-56-AD, was issued on September 24, 1999 for the ECD Model BO 105 LS A-3 helicopters and Emergency Priority Letter AD 99-17-21, Docket No. 99-SW-51-AD, applicable to ECD Model BO-105CB-5 and BO-

105CBS-5, was issued to supersede Emergency Priority Letter AD 99-17-15.

Since issuing superseding Emergency Priority Letter AD 99-17-21, the FAA has received several requests for clarification on the terms "calendar year" and "calendar age." To clarify the required compliance times, the FAA has converted years to months and has removed the terms "calendar year" and "calendar age" from the AD.

The FAA has reviewed ECD Alert Service Bulletin BO 105 No. ASB-BO 105-10-113, dated August 11, 1999 (ASB). The ASB describes procedures for determining the total accumulated installation time and number of flights on each TT strap. The ASB specifies inspecting and replacing, as necessary, certain unairworthy TT straps and reidentifying the main rotor head after replacing the TT strap. The Luftfahrt-Bundesamt (LBA), which is the airworthiness authority for the Federal Republic of Germany, classified that ASB as mandatory and issued AD 1999-289, dated August 11, 1999, applicable to Model BO-105C (BO-105CB-5), BO-105S (BO-105CBS-5) helicopters.

These helicopter models are manufactured in the Federal Republic of Germany and are type certificated for operation in the United States under the provision 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 LBA has kept the FAA informed of the situation described above. The FAA has examined the findings of the LBA, reviewed all available information, and determined that AD action is necessary for products of these type designs that are certificated for operations in the United States.

Since an unsafe condition has been identified that is likely to exist or develop on other ECD Model BO-105CB-5 and BO-105-CBS-5 helicopters of the same type design, this AD supersedes Emergency Priority Letter AD 99-17-21 to require, before further flight, creating a component log card or equivalent record and determining the age and number of flights on each TT strap. The AD also requires inspecting and removing, as necessary, certain unairworthy TT straps. Certain TT straps are not eligible for installation until they are reidentified. The actions must be accomplished in accordance with the ASB described previously. The short compliance time involved is required because the previously described

critical unsafe condition can adversely affect the structural integrity of the helicopter. Therefore, creating a component log card or equivalent record and determining the age and number of flights on each TT strap and inspecting and removing, as necessary, certain unairworthy TT straps are 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 85 helicopters of U.S. registry will be affected by this AD; that it will take approximately 1 work hour to inspect the 4 TT straps on each helicopter; 15 work hours per helicopter to remove and replace the 4 TT straps, if necessary; and the average labor rate is \$60 per work hour. Required parts will cost approximately \$2,600 per TT strap (\$10,400 per helicopter). Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$965,600; \$5,100 to inspect each helicopter once and \$960,500 to remove and replace the 4 TT straps on all helicopters.

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. 99-SW-58-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 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 (AD) to read as follows:

AD 99-24-05 Eurocopter Deutschland

GMBH: Amendment 39-11429. Docket No. 99-SW-58-AD. Supersedes Emergency Priority Letter AD 99-17-21, Docket No. 99-SW-51-AD.

Applicability: Model BO-105CB-5 and BO-105CBS-5 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 (g) 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 prevent main rotor blade (blade) separation due to failure of a tension-torsion (TT) strap, accomplish the following:

(a) Before further flight:

(1) Create a component log card or equivalent record for each TT strap.

(2) Review the history of the helicopter and each TT strap. Determine the age since initial installation on any helicopter (age) and the number of flights on each TT strap. Enter both the age and the number of flights for each TT strap on the component log card or equivalent record. For the time-in-service (TIS) where the number of flights is unknown, multiply the number of hours TIS by 5 to determine the number of flights. If a TT strap has been previously used at any time on Model BO-105 helicopters not affected by this AD, multiply the number of flights accumulated on those other models by a factor 0.625 and then add that result to the number of flights accumulated on the Model BO-105CB-5 and BO-105CBS-5 helicopters.

(3) If the total hours TIS or number of flights and age cannot be determined for a TT strap, remove it from service.

(4) Remove any TT strap from service that has either accumulated 25,000 or more flights or has an age equal to or greater than 180 months.

(b) When a TT strap age is equal to or greater than 120 months and less than 180 months and has accumulated less than 25,000 flights, inspect the TT strap in accordance with paragraph 2.B.2. of the "Accomplishment Instructions," Eurocopter Deutschland GMBH Alert Service Bulletin BO 105 No. ASB-BO 105-10-113, dated August 11, 1999 (ASB), according to the following:

(1) If the age is greater than or equal to 120 months but less than 132 months and has less than 22,000 flights, inspect the TT strap within the next 6 weeks. If the number of

flights equals or exceeds 22,000, inspect the TT strap before further flight.

(2) If the age is greater than or equal to 132 months but less than 144 months and has less than 19,000 flights, inspect the TT strap within the next 5 weeks. If the number of flights equals or exceeds 19,000, inspect the TT strap before further flight.

(3) If the age is greater than or equal to 144 months but less than 156 months and has less than 16,000 flights, inspect the TT strap within the next 4 weeks. If the number of flights equals or exceeds 16,000, inspect the TT strap before further flight.

(4) If the age is greater than or equal to 156 months but less than 168 months and has less than 13,000 flights, inspect the TT strap within the next 3 weeks. If the number of flights equals or exceeds 13,000, inspect the TT strap before further flight.

(5) If the age is greater than or equal to 168 months but less than 180 months and has less than 10,000 flights, inspect the TT strap within the next 2 weeks. If the number of flights equals or exceeds 10,000, inspect the TT strap before further flight.

(c) If a defect is found as a result of the inspection in paragraph (b), remove the TT strap from service prior to further flight.

(d) If no defect is found as a result of the inspection in paragraph (b), a maximum of 500 flights is permitted on a one-time basis before the TT strap must be replaced, provided the limits of paragraphs (a)(4) and (b) are not exceeded.

(e) TT straps, part number (P/N) 2604067 or J17322-1, are not eligible for installation. Prior to installation, P/N 2604067 or J17322-1 must be reidentified according to paragraph 2.B.1.2. of the "Accomplishment Instructions" of the ASB.

(f) When the TT straps are replaced because of age, usage, or defects, reidentify the main rotor head in accordance with paragraph 2.B.1.2. of the "Accomplishment Instructions" of the ASB.

(g) 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, Regulations Group, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Regulations Group.

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

(h) Special flight permits may be issued for up to five flights 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.

(i) The TT strap inspections and reidentification shall be done in accordance with paragraphs 2.B.1.2. and 2.B.2. of the "Accomplishment Instructions" in Eurocopter Deutschland GMBH Alert Service Bulletin No. ASB-BO 105-10-113, dated August 11, 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 American 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.

(j) This amendment becomes effective on December 3, 1999.

Note 3: The subject of this AD is addressed in Luftfahrt-Bundesamt (LBA), Federal Republic of Germany, AD 1999-289, dated August 11, 1999.

Issued in Fort Worth, Texas, on November 10, 1999.

Henry A. Armstrong,

Manager, Rotorcraft Directorate,

Aircraft Certification Service.

[FR Doc. 99-30146 Filed 11-17-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. 99-NE-06-AD; Amendment 39-11334; AD 99-20-04]

RIN 2120-AA64

Airworthiness Directives; Pratt & Whitney JT9D-7R4 Series Turbofan Engines; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 99-20-04 applicable to certain Pratt & Whitney (PW) JT9D series turbofan engines that was published in the **Federal Register** on September 24, 1999 (64 FR 51683). The final rule inadvertently references HPC disk fracture instead of HPT disk fracture and one service bulletin (SB) reference in the compliance section is incorrect. This document corrects those references. The Compliance section in the final rule was inadvertently changed to incorporate the compliance requirements used in a similar PW2000 Airworthiness Directive. The Compliance requirements were correctly published in the NPRM, but were published incorrectly in the Final Rule. This correction will reinstate the compliance requirements originally published in the NPRM, and as intended for the JT9D. In all other respects, the original document remains the same.