

Final Rule also amended this section to require that the independent appraisal be completed by a State certified or licensed appraiser, as defined in 12 CFR 564.2(j) and (k), in order to ensure a more accurate evaluation of the property value. The commenter generally supported these amendments, but noted that for projects valued at less than \$250,000, the cost of such an appraisal may be burdensome in some cases.

The Finance Board believes that the AHP regulatory appraisal requirement generally would not impose an additional cost on AHP projects. First, it is likely that most projects, regardless of the value of the projects, would be required by at least one of their other funding sources to obtain an appraisal completed by a State certified or licensed appraiser. Second, the AHP regulation does not require that the appraisal be in narrative form, which should keep the cost of the appraisal down. Third, if an appraisal of the project by a State certified or licensed appraiser was completed prior to the six-month period preceding AHP funding, only an update or addendum to the original appraisal need be obtained, which should further limit costs to the project. Accordingly, no change has been made to the appraisal requirement in the final rule.

### III. Regulatory Flexibility Act

Because no notice of proposed rulemaking is required for this final rule, the provisions of the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*) do not apply. Moreover, the final rule applies only to the Banks, which do not come within the meaning of "small entities," as defined in the Regulatory Flexibility Act. *See id.* § 601(6).

### IV. Paperwork Reduction Act

This final rule does not contain any collections of information pursuant to the Paperwork Reduction Act of 1995. *See* 44 U.S.C. 3501 *et seq.* Therefore, the Finance Board has not submitted any information to the Office of Management and Budget for review.

Accordingly, under the authority of 12 U.S.C. 1430(j) (1994), the Interim Final Rule amending 12 CFR part 960, published at 64 FR 24025 (May 5, 1999), is adopted as final without changes.

Dated: December 20, 1999.

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

**Bruce A. Morrison,**  
*Chairman.*

[FR Doc. 00-37 Filed 1-3-00; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 99-NM-222-AD; Amendment 39-11491; AD 99-27-10]

RIN 2120-AA64

#### Airworthiness Directives; Airbus Model A310 and A300-600 Series Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Airbus Model A310 and A300-600 series airplanes, that requires wiring modifications to the engine and auxiliary power unit (APU) fire detection system. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are intended to prevent the fire warning from terminating prematurely, which could result in an unnoticed, uncontained engine/APU fire.

**DATES:** Effective February 8, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 8, 2000.

**ADDRESSES:** The service information referenced in this AD may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

**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 certain Airbus Model A310 and A300-600 series airplanes was published in the **Federal Register** on October 6, 1999 (64 FR 54248). That action proposed to require wiring modifications to the engine and auxiliary power unit (APU) fire detection system.

### Comments

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

### Support for the Proposal

One commenter supports the proposed AD.

### Request to Change Material in the Electrical Cabling

One commenter provides data that suggest that the FAA should require an alternative material for the electrical cabling to the engine's core wiring harnesses for the engine/APU fire detection system, rather than require a change to the control logic of the fire detection system. The commenter states that the presently used wire harness will degrade rapidly in the high temperature and vibration environment. The commenter describes an alternative material that can withstand these severe environments without degradation. Thus, it could prevent damage to the wire harness in the event of an engine fire.

The FAA does not concur with the proposal. The Airbus service bulletins referenced as the appropriate sources of service information for accomplishment of the wiring modifications required by this AD address the potential for the APU engine fire warning to terminate prematurely; these service bulletins provide a design change to the detection system control logic that would address the identified unsafe condition. The FAA has determined that the installation of electrical cabling made of an alternative material, though increasing the harness resistance, would not ensure a reliable fire detection system control logic. Although a change in the cabling material may provide some long-term benefit, it does not directly correct the unsafe condition identified and addressed in this AD. No change to the AD is required.

### Conclusion

After careful review of the available data, including the comments noted above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

### Cost Impact

The FAA estimates that 113 airplanes of U.S. registry will be affected by this AD, that it will take approximately 5 work hours per airplane to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$408 per airplane. Based on these

figures, the cost impact of the AD on U.S. operators is estimated to be \$80,004, or \$708 per airplane.

The cost impact figure discussed above is based on assumptions that no operator has yet accomplished any of the requirements of this AD action, and that no operator would accomplish those actions in the future if this AD were not adopted.

### Regulatory Impact

The regulations adopted herein will not have a substantial direct effect 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, it is determined that this final rule does not have federalism implications under Executive Order 13132.

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 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:

**99-27-10 Airbus Industrie:** Amendment 39-11491. Docket 99-NM-222-AD.

**Applicability:** Model A310 and A300-600 series airplanes, certificated in any category; except those on which Airbus Modifications

06267 and 07340 have been accomplished during production.

**Note 1:** This AD applies to each airplane 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 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 (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 as indicated, unless accomplished previously.

To prevent the fire warning from terminating prematurely, which could result in an unnoticed, uncontained engine/auxiliary power unit (APU) fire, accomplish the following:

#### Modifications

(a) Within 24 months after the effective date of this AD, accomplish the wiring modifications to the engine and APU fire detection system in the relay box 282VU and the electronics rack 90VU in accordance with Airbus Service Bulletin A310-26-2024, Revision 04, dated March 5, 1999 (for Model A310 series airplanes); or A300-26-6038, dated March 5, 1999, or Revision 1, dated September 8, 1999 (for Model A300-600 series airplanes); as applicable.

#### Alternative Methods of Compliance

(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, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

#### Special Flight Permits

(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.

#### Incorporation by Reference

(d) The modifications shall be done in accordance with Airbus Service Bulletin A310-26-2024, Revision 04, dated March 5, 1999; Airbus Service Bulletin A300-26-6038, dated March 5, 1999; or Airbus Service Bulletin A300-26-6038, Revision 1, dated September 8, 1999; as applicable. 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 Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; 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 airworthiness directive 1999-238-286(B), dated June 2, 1999.

(e) This amendment becomes effective on February 8, 2000.

Issued in Renton, Washington, on December 23, 1999.

**Vi L. Lipski,**

*Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 00-12 Filed 1-3-00; 8:45 am]

**BILLING CODE 4910-13-U**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97-NM-241-AD; Amendment 39-11486; AD 99-27-05]

RIN 2120-AA64

### Airworthiness Directives; Boeing Model 767-200, -300, and -300F Series Airplanes

**AGENCY:** Federal Aviation Administration, DOT.

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Boeing Model 767-200, -300, and -300F series airplanes, that requires replacement of the hydraulic reducer fitting in the return port of the alternate brake selector valve with a new restrictor fitting. This amendment is prompted by a report indicating that a brake housing had fractured due to high loads associated with brake vibration during landing gear retraction, which allowed the torque rod to swing free. The actions specified by this AD are intended to prevent failure of the brake housing in the torque rod region, which could reduce the braking capability of the airplane and/or prevent the extension of a main landing gear by any method.

**DATES:** Effective February 8, 2000.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 8, 2000.

**ADDRESSES:** The service information referenced in this AD may be obtained from Boeing Commercial Airplane