

**FEDERAL HOUSING FINANCE BOARD****12 CFR Chapter IX**

[No. 97-N-4]

**Mission Achievement by the Federal Home Loan Banks**

**AGENCY:** Federal Housing Finance Board.

**ACTION:** Advance notice of proposed rulemaking; extension of comment period.

**SUMMARY:** On April 9, 1997, the Federal Housing Finance Board (Finance Board) published an advance notice of proposed rulemaking requesting public comment on ways in which the Federal Home Loan Banks (Banks) can further achieve their statutory mission to support housing finance and community investment and ways in which the Finance Board, as regulator of the Banks, can measure and ensure that the Banks achieve their mission (62 FR 17108, April 9, 1997). Comments originally were requested by May 9, 1997. In recognition of the broad scope of issues on which comments have been requested, and in order to receive comprehensive and creative comments on all aspects of these issues, the Finance Board has decided to extend the comment period for 30 days for all commenters.

**DATES:** Comments must be received on or before June 9, 1997.

**ADDRESSES:** Comments should be mailed to: Elaine Baker, Secretary to the Board, Federal Housing Finance Board, 1777 F Street, NW, Washington, DC 20006. Comments will be available for public inspection at this address.

**FOR FURTHER INFORMATION CONTACT:** Jonathan Curtis, Senior Financial Analyst, Office of Policy, (202) 408-2866, or Brandon B. Straus, Senior Attorney-Advisor, (202) 408-2589, Office of General Counsel, Federal Housing Finance Board, 1777 F Street, NW, Washington, DC 20006.

Dated: May 5, 1997.

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

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

[FR Doc. 97-12245 Filed 5-8-97; 8:45 am]

BILLING CODE 6725-01-U

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

[Docket No. 96-CE-54-AD]

RIN 2120-AA64

**Airworthiness Directives; Twin Commander Aircraft Corporation 500, 680, 690, and 695 Series Airplanes**

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes to supersede Airworthiness Directive (AD) 96-12-08 on Twin Commander Aircraft Corporation (Twin Commander) 500, 680, 690, and 695 series airplanes that do not have a nose landing gear drag link bolt with the manufacturer's serial number, manufacture date, and the last three digits of the drawing number, 055, on the bolt head, which currently requires replacing the nose landing gear (NLG) drag link bolt with one that has been manufactured with the proper heat-treatment. The proposed action would retain these requirements, would require additional models and serial numbers be added to the applicability section, and would require certain Models 690D and 695A airplanes to replace bolt part number (P/N) ED10055 with bolt P/N 750076-1. The addition of airplane models and serial numbers, as well as changing the part number of the bolt to be replaced on some models prompted the proposed action. The actions specified by the proposed AD are intended to prevent the NLG from collapsing which could result in loss of control of the airplane during landing operations.

**DATES:** Comments must be received on or before July 17, 1997.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-CE-54-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106. Comments may be inspected at this location between 8 a.m. and 4 p.m., Monday through Friday, holidays excepted.

Service information that applies to the proposed AD may be obtained from Twin Commander Aircraft Corporation, 19010 59th Dr. NE., Arlington, Washington, 98223-7832; telephone (360) 435-9797; facsimile (360) 435-1112. This information also may be examined at the Rules Docket at the address above.

**FOR FURTHER INFORMATION CONTACT:**

Jeffrey Morfitt, Aerospace Engineer, FAA, Seattle Aircraft Certification Office, 1601 Lind Ave. SW., Renton, Washington, 98055-4056; telephone (206) 227-2595; facsimile (206) 227-1181.

**SUPPLEMENTARY INFORMATION:****Comments Invited**

Interested persons are invited to participate in the making of the proposed 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 above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 proposal 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 No. 96-CE-54-AD." The postcard will be date stamped and returned to the commenter.

**Availability of NPRMs**

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 96-CE-54-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

**Discussion**

Airworthiness Directive (AD) 96-12-08, Amendment 39-9650, (61 FR 28738, dated June 6, 1996), currently requires replacing the NLG drag link bolt with an approved heat-treated bolt on Twin Commander 500, 680, 690, and 695 series airplanes. This bolt has the manufacturer's serial number, manufacture date, and the last three digits of the drawing number, 055, on the bolt head.

**Actions Since Issuance of Previous Rule**

Since the issuance of AD 96-12-08, the manufacturer has notified the FAA that Twin Commander Model 680V was inadvertently left out of the applicability section, several serial numbers on the other applicable airplane models were not listed, and the part number of the bolt to be used on Models 690D and 695A was not correct. The AD should have required installing Twin Commander bolt part number (P/N) 750076-1, instead of P/N ED10055 on these two airplane Models.

**Relevant Service Information**

Twin Commander has revised their original Service Bulletin No. 224, Revision A, dated April 24, 1996 to reflect the changes in applicability and part numbers with a new revised Twin Commander Service Bulletin (SB) No. 224, Revision C, dated July 25, 1996. Twin Commander SB No. 224, Revision B also added serial numbers that were not included in the first revision. All three revisions retain the same action which specifies procedures for inspecting the nose landing gear drag link bolt for a specific part number, and replacing any bolt that does not have the correct part number stamped on the top of the bolt head.

**The FAA's Determination**

After examining the circumstances and reviewing all available information related to the incidents described above, the FAA has determined that AD action should be taken to prevent the NLG from collapsing which could result in loss of control of the airplane during landing operations.

**Explanation of the Provisions of the Proposed AD**

Since an unsafe condition has been identified that is likely to exist or develop in other Twin Commander 500, 680, 690, and 695 series airplanes of the same type design, the proposed AD would supersede AD 96-12-08 with a new AD that would require:

- Replacing the NLG drag link bolt with an approved heat-treated bolt that has the manufacturer's serial number, manufacture date, and the last three digits of the drawing number on the bolt head,
- including Model 680V in the applicability of the affected airplanes,
- including additional serial numbers of the already affected models, and
- changing the bolt part number (P/N) to be installed on Models 690D and 695A from P/N ED10055 to P/N 750076-1.

**Cost Impact**

The FAA estimates that 54 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately one workhour per airplane to accomplish the proposed action, and that the average labor rate is approximately \$60 an hour. The manufacturer is providing parts and one hour labor free of charge. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be zero.

**Regulatory Impact**

The regulations proposed herein would 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 proposal would 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) if promulgated, 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 draft regulatory evaluation prepared for this action has been placed 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, Safety.

**The Proposed Amendment**

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend 14 CFR part 39 of the Federal Aviation Regulations 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 removing Airworthiness Directive (AD)

96-12-08, Amendment 39-9650, and by adding a new AD to read as follows:

**Twin Commander Aircraft Corporation:**

Docket No. 96-CE-54-AD; Supersedes AD 96-12-08, Amendment 39-9650.

**Applicability:** The following Model and serial number airplanes, certificated in any category:

Models	Serial numbers
500S .....	3185, 3228, 3230, 3262, and 3291
500U .....	1765
680F .....	1195
681 .....	6027
680V .....	1677
690 .....	11035, 11053, 11068, and 11074
690A .....	11111, 11134, 11146, 11153, 11173, 11177, 11205, 11215, 11237, 11249, 11271, 11273, and 11282
690B .....	11360, 11382, 11409, 11424, 11451, 11455, 11463, 11491, 11513, 11521, 11535, 11536, 11539, and 11566
690C .....	11638, 11643, 11676, 11689, and 11719
690D .....	15041
695 .....	95010, 95033, 95044, and 95066
695A .....	69010, 69041, 69056, and 69061

**Note 1:** This AD applies to each airplane 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 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 (f) 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 the next 75 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished. Compliance with Twin Commander Service Bulletin (SB) 224, Revision A, dated April 24, 1996, or Revision C, dated July 25, 1996, fulfills the applicable requirements of this AD, and is considered "unless already accomplished."

To prevent the nose landing gear (NLG) from collapsing which could result in loss of control of the airplane during landing operations, accomplish the following:

(a) For all airplane Models, except for Models 690D and 695A, replace the NLG drag link bolt, part number (P/N) ED 10055, with a new bolt in accordance with the INSTRUCTIONS section of Twin Commander Service Bulletin (SB) 224, Revision C, dated July 25, 1996.

(b) For airplane Models 690D and 695A, replace the NLG drag link bolt (P/N ED

10055), with a new bolt (P/N 750076-1) in accordance with Twin Commander SB 224, Revision C, dated July 25, 1996.

(c) The new replacement bolt must be marked with the manufacturer's serial number, the date of manufacture, and the last three digits of the drawing number, 055, on the bolt head for all but Models 690D and 695A. Models 690D and 695A bolts must be marked with the manufacturer's serial number, the date of manufacture, and the last three digits of the drawing number, 76-1, on the bolt head.

**Note 2:** Although not required by this AD, FAA highly recommends that the removed bolt (P/N ED 10055) be returned to Twin Commander for Rockwell Hardness testing.

(d) As of the effective date of this AD, no person shall install an NLG drag link bolt that does not have the manufacturer's serial number, manufacture date, and the last three digits of the drawing numbers as specified in paragraph (c) of this AD.

(e) Special flight permits may be issued in accordance with 14 CFR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(f) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Seattle Aircraft Certification Office, 1601 Lind Ave. SW., Renton, Washington, 98055-4056. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Seattle Aircraft Certification Office. Alternative methods of compliance approved in accordance with AD 96-12-08 are not considered approved as alternative methods of compliance for this AD.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from Seattle Aircraft Certification Office.

(g) All persons affected by this directive may obtain copies of the document referred to herein upon request to Twin Commander Aircraft Corporation, 19010 59th Dr. NE., Arlington, Washington, 98223-7832; telephone (360) 435-9797; facsimile (360) 435-1112; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(h) This amendment supersedes AD 96-12-08, Amendment 39-9650.

Issued in Kansas City, Missouri, on April 30, 1997.

**James E. Jackson,**

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

[FR Doc. 97-11878 Filed 5-8-97; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 96-NM-256-AD]

RIN 2120-AA64

#### Airworthiness Directives; Lockheed Model L-1011-385 Series Airplanes

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

**ACTION:** Notice of proposed rulemaking (NPRM).

**SUMMARY:** This document proposes the adoption of a new airworthiness directive (AD) that is applicable to all Lockheed Model L-1011-385 series airplanes. This proposal would require repetitive external visual inspections and internal borescope inspections to detect discrepancies of the elevator assembly; and repair/modification of any discrepancy. This proposal is prompted by a report of fretting at the diagonal truss to web joint of the elevator and cracking in the cap fillet radius adjacent to the joint, apparently due to loose fasteners as a result of local vibration. The actions specified by the proposed AD are intended to detect and correct such fretting and cracking, which could result in reduced structural integrity of the elevator and consequent flutter instability if coupled with other structural failures.

**DATES:** Comments must be received by June 20, 1997.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-256-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056. Comments may be inspected at this location between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Lockheed Aeronautical Systems Support Company (LASSC), Field Support Department, Dept. 693, Zone 0755, 2251 Lake Park Drive, Smyrna, Georgia 30080. This information may be examined at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia.

**FOR FURTHER INFORMATION CONTACT:** Thomas Peters, Aerospace Engineer,

Systems and Flight Test Branch, ACE-116A, FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia 30337-2748; telephone (404) 305-7367; fax (404) 305-7348.

#### SUPPLEMENTARY INFORMATION:

##### Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed 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 summarizing each FAA-public contact concerned with the substance of this proposal 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 96-NM-256-AD." The postcard will be date stamped and returned to the commenter.

##### Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, Transport Airplane Directorate, ANM-103, Attention: Rules Docket No. 96-NM-256-AD, 1601 Lind Avenue, SW., Renton, Washington 98055-4056.

##### Discussion

The FAA has received a report of fretting at the diagonal truss to web joint of the elevator and cracking in the cap fillet radius adjacent to the joint on a Lockheed Model L-1011-385 series airplane. The thickness of the truss was worn in half (i.e., worn from 0.040 to 0.020 inches). The apparent cause of the fretting and cracking has been attributed to loose fasteners that attach the diagonal trusses with the elevator ribs, as a result of local vibration. Such fretting and cracking, if not detected and corrected, could result in reduced