

community lending using the targeted beneficiaries or targeted income levels specified in § 970.3 of this part, without prior Finance Board approval.

(4) Each Bank may offer CICA programs for community lending using targeted beneficiaries and targeted income levels other than those specified in § 970.3 of this part, established by the Bank with the prior approval of the Finance Board.

(b) *Mixed-use projects.* (1) For projects funded under CICA programs other than CIP, involving a combination of housing projects and economic development projects, only the economic development components of the project must meet the appropriate targeted income level for the respective CICA program.

(2) For projects funded under CIP, both the housing and economic development components of the project must meet the appropriate targeted income levels.

(c) *Refinancing.* CICA advances other than AHP may be used to refinance economic development projects and housing projects, provided that any equity proceeds of the refinancing of rental housing and manufactured housing parks are used to rehabilitate the projects or to preserve affordability for current residents.

(d) *Pricing and Availability of CICA advances.*

(1) *Advances to members.* For CICA programs other than AHP and CIP, a Bank shall price advances to members as provided in § 935.6 of this chapter, and may price such advances at rates below the price of advances of similar amounts, maturities and terms made pursuant to section 10(a) of the Act. (12 U.S.C. 1430(a)).

(2) *Pricing of CIP advances.* The price of CICA advances made under CIP shall not exceed the Bank's cost of issuing consolidated obligations of comparable maturity, taking into account reasonable administrative costs.

(3) *Pricing of AHP advances.* A Bank shall price CICA advances made under AHP in accordance with parts 935 and 960 of this chapter.

(4) *Advances to nonmember borrowers.* (i) A Bank may offer advances under CICA programs to nonmember borrowers at the Bank's option, except for AHP and CIP, which are available only to members.

(ii) A Bank shall price advances to nonmember borrowers as provided in § 935.24 of this chapter, and may price such advances at rates below the price of advances of similar amounts, maturities and terms made pursuant to section 10b of the Act. (12 U.S.C. 1430b).

(5) *Pricing pass-through.* A Bank may require that borrowers receiving CICA advances pass through the benefit of any price reduction from regular advance pricing to their borrowers.

(6) *Discount Fund.* (i) A Bank may establish a fund which the Bank may use to reduce the price of CIP or other CICA advances below the advance prices provided for by this part.

(ii) Price reductions made through the Discount Fund shall be made in accordance with a fair distribution scheme.

§ 970.6 Reporting.

(a) By July 1, 1999, each Bank shall provide to the Finance Board an initial assessment of the credit needs and market opportunities in a Bank's district for community lending.

(b) Effective in 2000, each Bank annually shall provide to the Finance Board, on or before January 31, a Community Lending Plan.

(c) Each Bank shall provide such other reports concerning its CICA programs as the Finance Board may request from time to time.

§ 970.7 Documentation.

(a) A Bank shall require the borrower to certify to the Bank that each project funded by a CICA advance (other than AHP) meets the respective targeting requirements of the CICA program. Such certification shall include a description of how the project meets the requirements, and where appropriate, a statistical summary or list of incomes of the borrowers, rents for the project, or salaries of jobs created or retained.

(b) For those CICA-funded projects that also receive funds from another targeted Federal economic development program that has income targeting requirements that are the same as, or more restrictive than, the targeting requirements of the applicable CICA program, the Bank shall permit the borrower to certify that compliance with the criteria of such Federal economic development program will meet the requirements of the respective CICA program.

(c) Such certifications shall satisfy the Bank's obligations to document compliance with the CICA lending provisions of this part.

Dated: October 28, 1998.

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

Bruce A. Morrison,
Chairman.

[FR Doc. 98-31489 Filed 11-25-98; 8:45 am]

BILLING CODE 6725-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-SW-05-AD; Amendment 39-10918; AD 98-24-32]

RIN 2120-AA64

Airworthiness Directives; Eurocopter France Model AS-365N2, SA-360C, SA-365C, C1, C2, N, N1, and SA-366G1 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that is applicable to Eurocopter France Model AS-365N2, SA-360C, SA-365C, C1, C2, N, N1, and SA-366G1 helicopters. This action requires inspecting for broken or out-of-tolerance attachment springs on the tail rotor hub fairing (fairing), replacing broken attachment springs and attachment springs that are out-of-tolerance, and marking the fairing to indicate compliance with this AD. This amendment is prompted by three in-service reports of failed attachment springs. The actions specified in this AD are intended to prevent failure of an attachment spring, which could cause loss of the fairing, damage to the tail rotor, and subsequent loss of control of the helicopter.

DATES: Effective December 14, 1998.

Comments for inclusion in the Rules Docket must be received on or before January 26, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Regional Counsel, Southwest Region, Attention: Rules Docket No. 98-SW-05-AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

FOR FURTHER INFORMATION CONTACT: Mr. Shep Blackman, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5296, fax (817) 222-5961.

SUPPLEMENTARY INFORMATION: The Direction Generale De L'Aviation Civile (DGAC), which is the airworthiness authority for France, recently notified the FAA that an unsafe condition may exist on Eurocopter France Model AS-365N2, SA-360C, SA-365C, C1, C2, N, N1, and SA-366G1 helicopters. The DGAC advises that inspecting for broken or out-of-tolerance attachment springs on the fairing, replacing broken attachment springs and attachment

springs that are out-of-tolerance, and marking the fairing are necessary due to reports of broken attachment springs.

Eurocopter France has issued SA-360C, SA-365C, C1, C2 Service Bulletin No. 01.34, dated 96-14(N); SA-365N Service Bulletin No. 01.00.43, dated 96-14(N); SA-365N1, AS-365N2 Service Bulletin No. 01.00.42, dated 96-14(N), and SA-366G1 Service Bulletin No. 01.22, dated 96-14(N). These service bulletins specify several actions regarding the fairing and attachment springs. The DGAC classified these service bulletins as mandatory and issued AD 95-107-039(B)R1 and AD 95-112-040(B), both dated June 7, 1995, and AD 95-108-018(B), dated May 24, 1995, in order to assure the continued airworthiness of these helicopters in France.

These helicopter models are manufactured in France and are type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the DGAC has kept the FAA informed of the situation previously described. The FAA has examined the findings of the DGAC, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Since an unsafe condition has been identified that is likely to exist or develop on other Model AS-365N2, SA-360C, SA-365C, C1, C2, N, N1, and SA-366G1 helicopters of the same type design registered in the United States, this AD is being issued to prevent failure of the attachment springs which could cause loss of the tail rotor hub fairing, damage to the tail rotor, and subsequent loss of control of the helicopter. This AD requires inspecting for broken or out-of-tolerance attachment springs on the fairing, replacing broken attachment springs and those that are out-of-tolerance, and marking the fairing with an "X" by the fairing part number to indicate compliance.

The short compliance time involved is required because the previously described critical unsafe condition can adversely affect the controllability of the helicopter. Therefore, the inspections, replacement, and marking 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 135 helicopters of U.S. registry will be affected by this AD, that it will take 1.5 work hours per helicopter to accomplish the actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$988 per helicopter. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$145,530.

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. 98-SW-05-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, 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 98-24-32 Eurocopter France:

Amendment 39-10918. Docket No. 98-SW-05-AD.

Applicability: Model AS-365N2, SA-360C, SA-365C, C1, C2, N, N1, and SA-366G1, 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 (e) 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 an attachment spring (spring), which could cause loss of the tail

rotor hub fairing (fairing), damage to the tail rotor, and subsequent loss of control of the helicopter, accomplish the following:

(a) Before further flight with fairing, part number (P/N) 360A33-1079-01, installed, that has modification 365A07-64B20 incorporated but is not marked with an "X" after the part number:

(1) Remove the six fairing attachment bolts (bolts), then remove the fairing from the helicopter.

(2) Inspect for broken springs, especially in the rounded sections at the rotor hub groove (Point A, Figure 1).

BILLING CODE 4910-13-U

FIGURE 1
CORRECT INSTALLATION

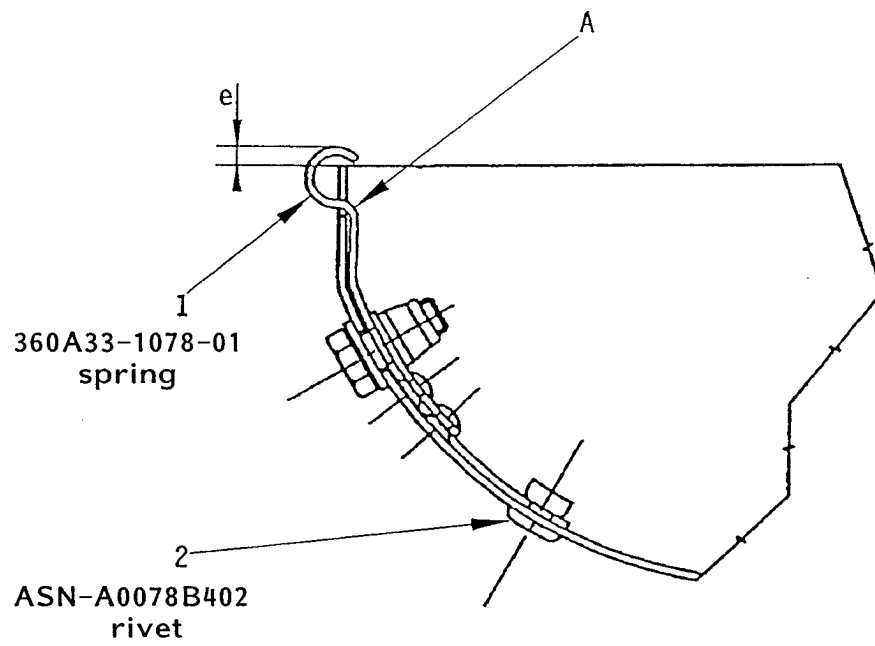
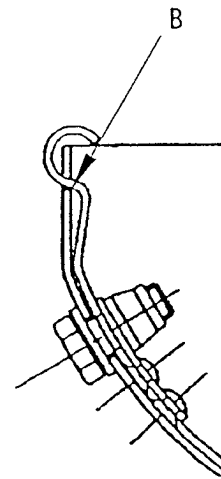


FIGURE 2
INCORRECT INSTALLATION



(3) If any broken springs are discovered, replace them with airworthy springs using the procedure specified in paragraph (b) of this AD.

(4) Lubricate the threads with NATO 156 oil, then reinstall the six bolts, torqued to 0.4–0.5 m.daN (35.3–44.2 in.-lbs.).

(5) Inspect for interference between the spring and the fairing (Point B, Figure 2), and replace any spring that exhibits such interference in accordance with the procedure specified in paragraph (b) of this AD.

(6) Measure the outward axial protrusion (Dimension e, Figure 1), for each spring. If the protrusion dimension obtained from the measurement required by paragraph (a)(6) of this AD is less than 1mm (0.039-inches), or greater than 2.7mm (0.106 inches), either

(i) replace the spring with an airworthy spring before further flight or,

(ii) inspect the out-of-tolerance spring(s) in accordance with paragraph (a)(2) before the first flight of each day until each spring is replaced with an airworthy spring. Any out-of-tolerance spring must be replaced with an airworthy spring within 25 hours time-in-service (TIS).

(b) Replace a broken or out-of-tolerance spring as follows:

(1) Remove the spring attachment rivet.

(2) Temporarily install an airworthy spring, P/N 360A33-1078-01, and verify that the axial protrusion (Dimension e, Figure 1) is within tolerance and that no interference (see Figure 2) exists.

(3) Permanently secure the new spring to the fairing with one ASN-A0078B402 rivet, coated with Mastinox 6856KD150-2, and installed with the rivet head on the outside of the fairing (see Figure 1).

(4) Mark an "X" after the fairing part number using indelible ink after completing all inspections and spring replacements, as required.

(c) Reinstall the fairing.

(d) If one or more springs are replaced, rebalance the tail rotor head.

(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, 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.

(f) Special flight permits will not be issued.

(g) This amendment becomes effective on December 14, 1998.

Note 3: The subject of this AD is addressed in Direction Generale De L'Aviation Civile (France) AD 95-107-039(B)R1 and AD 95-112-040(B), both dated June 7, 1995, and AD 95-108-018(B), dated May 24, 1995.

Issued in Fort Worth, Texas, on November 19, 1998.

Eric Bries,

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

[FR Doc. 98-31589 Filed 11-25-98; 8:45 am]

BILLING CODE 4910-13-U

DEPARTMENT OF COMMERCE

Bureau of Export Administration

15 CFR Parts 742 and 744

[Docket No. 98-1019261-8261-01]

RIN 0694-AB73

Correction to: India and Pakistan Sanctions and Other Measures

AGENCY: Bureau of Export Administration, Commerce.

ACTION: Interim rule; correction.

SUMMARY: On November 19, 1998, (63 FR 64322) the Bureau of Export Administration published an interim rule revising the Export Administration Regulations (EAR) to codify sanctions against India and Pakistan by setting forth a licensing policy of denial for exports and reexports of items controlled for nuclear nonproliferation and missile technology reasons to India and Pakistan, with limited exceptions. This licensing policy was adopted in practice in existing regulations in June 1998. This rule also contained certain discretionary measures. BXA added to the Entities List set forth in the EAR certain Indian and Pakistani government, parastatal, and private entities determined to be involved in nuclear or missile activities. In addition, Indian and Pakistani military entities were added to the Entity List in order to supplement the sanctions. BXA adopted a licensing policy of a presumption of denial with respect to items specifically listed on the Commerce Control List to listed Indian and Pakistani military entities, with limited exceptions.

This document corrects an inadvertent error in codification related to the Entity List, specifically the entity Wah Munitions Plant.

EFFECTIVE DATE: This correction is effective November 27, 1998.

FOR FURTHER INFORMATION CONTACT: Sharron Cook, Regulatory Policy Division, Bureau of Export Administration, Telephone: (202) 482-2440.

SUPPLEMENTARY INFORMATION: In the interim rule of November 19, 1998 (63 FR 64322), FR Doc. 98-1019261-8261-01, make the following corrections to

Supplement No. 4 to part 744, Entity List:

PART 744—[CORRECTED]

Supplement No. 4 [Corrected]

1. On page 64341, in the third column of the Entity List table, in the row for Wah Munitions Plant, a.k.a. Explosives Factory, Pakistan Ordnance Factories (POF), correct the phrase, "For all items subject to the EAR having a classification other than EAR99." to read "For all items subject to the EAR."

Dated: November 23, 1998.

Eileen M. Albanese,

Director, Office of Exporter Services.

[FR Doc. 98-31666 Filed 11-25-98; 8:45 am]

BILLING CODE 3510-33-P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Food and Drug Administration

21 CFR Parts 510 and 522

New Animal Drugs; Change of Sponsor

AGENCY: Food and Drug Administration, HHS.

ACTION: Final rule.

SUMMARY: The Food and Drug Administration (FDA) is amending the animal drug regulations to reflect the change of sponsor for one approved abbreviated new animal drug application (ANADA) from American Veterinary Products, Inc., to Veterinary Research Associates, Inc.

EFFECTIVE DATE: November 27, 1998.

FOR FURTHER INFORMATION CONTACT: Thomas J. McKay, Center for Veterinary Medicine (HFV-102), Food and Drug Administration, 7500 Standish Pl., Rockville, MD 20855, 301-827-0213.

SUPPLEMENTARY INFORMATION: American Veterinary Products, Inc., 749 South Lemay, suite A3-231, Fort Collins, CO 80524, has informed FDA that it has transferred the ownership of, and all rights and interests in, the approved ANADA 200-073 (ketamine hydrochloride) to Veterinary Research Associates, Inc., 20 Old Dock Rd., Yaphank, NY 11980. Accordingly, the agency is amending the regulations in 21 CFR 522.1222a. The agency is also amending the regulations in 21 CFR 510.600(c)(1) and (c)(2) by removing American Veterinary Products, Inc., because the firm is no longer the sponsor of any approved ANADA's, and by alphabetically adding a new listing for Veterinary Research Associates, Inc.