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DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

7 CFR Part 201

Amendments to Regulations Under the Federal Seed Act

AGENCY: Agricultural Marketing Service, USDA.

ACTION: Correction to Final Rule.

SUMMARY: This document contains a correction to the final regulation (59 FR 64486-64521) published on December 14, 1994. The regulations concerned certain provisions of the Federal Seed Act (FSA).

EFFECTIVE DATE: January 13, 1995.

FOR FURTHER INFORMATION CONTACT: James P. Triplitt, Chief, Seed Regulatory and Testing Branch, Livestock and Seed Division, AMS, USDA, Building 506, BARC-E, Beltsville, Maryland 20705, telephone 301-504-9430.

SUPPLEMENTARY INFORMATION:

Background

As published, this final rule contains changes to the FSA regulations. Common and scientific names of several agricultural and vegetable seeds are updated. Germination evaluation descriptions and use of the fluorescence test in determining pure seed percentages of ryegrasses are changed. Test methods are added for coated seed and for determining the presence of fungal endophyte in seeds. Standards for certified seed are updated and several kinds of agricultural and vegetable seeds are added to those kinds subject to the FSA.

Need for Correction

The final rule as published contains an error in the amendatory language affecting 7 CFR part 201.49.

Correction of Publication

Accordingly, in the December 14, 1994, publication, on page 64498, in the first column, the amendatory language revising § 201.49 should read as follows:

§ 201.49 [Corrected]

“22. Section 201.49 is amended designating the existing text as paragraph (a) and revising it, and adding and reserving paragraph (b) to read as follows:”

Dated: January 4, 1995.

Barry L. Carpenter,

Director, Livestock and Seed Division.

[FR Doc. 95-559 Filed 1-9-95; 8:45 am]

BILLING CODE 3410-02-P

FARM CREDIT ADMINISTRATION

12 CFR Part 630

RIN 3052-AB23

Disclosure to Investors in Systemwide and Consolidated Bank Debt Obligations of the Farm Credit System; Effective Date

AGENCY: Farm Credit Administration.

ACTION: Notice of effective date.

SUMMARY: The Farm Credit Administration (FCA) published a final regulation under part 630 on September 12, 1994 (59 FR 46734). The final regulation adds 12 CFR part 630 to ensure that timely and accurate Systemwide financial information continues to be disclosed to investors and the public to assist them in making informed decisions regarding Farm Credit System debt obligations and System institutions. 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 January 4, 1995.

EFFECTIVE DATE: The regulation adding 12 CFR part 630 published on September 12, 1994 (59 FR 46734) is effective January 4, 1995.

FOR FURTHER INFORMATION CONTACT:

Tong-Ching Chang, Staff Accountant, Policy Development and Planning Division, Office of Examination, Farm Credit Administration, McLean,

Virginia 22102-5090, (703) 883-4483, TDD (703) 883-4444,

or

William L. Larsen, Senior Attorney, Regulatory Operations Division, Office of General Counsel, Farm Credit Administration, McLean, Virginia 22102-5090, (703) 883-4020, TDD (703) 883-4444.

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

Dated: January 4, 1995.

Floyd Fithian,

Acting Secretary, Farm Credit Administration Board.

[FR Doc. 95-488 Filed 1-9-95; 8:45 am]

BILLING CODE 6705-01-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 94-CE-14-AD; Amendment 39-9119; AD 95-01-08]

Airworthiness Directives; Jetstream Aircraft Limited (Formerly British Aerospace, Regional Airlines Limited) HP137 Mk1 and Jetstream Series 200 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes AD 81-09-03 R1, which currently requires repetitively inspecting the rudder pedal adjusting mounting bracket for cracks on Jetstream Aircraft Limited (JAL) HP137 Mk1 and Jetstream Series 200 airplanes, and replacing any cracked bracket. The Federal Aviation Administration's policy on aging commuter-class aircraft is to eliminate, or in certain instances, reduce the number of repetitions of certain short-interval inspections when improved parts or modifications are available. This action requires replacing the mounting bracket with a new mounting bracket of improved design as terminating action for the repetitive inspections that are currently required by AD 81-09-03 R1. The actions specified by this AD are intended to prevent inadvertent rudder movement caused by a cracked rudder pedal adjusting bracket, which, if not detected and corrected, could result in loss of rudder control.

DATES: Effective February 20, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 20, 1995.

ADDRESSES: Service information that applies to this AD may be obtained from Jetstream Aircraft Limited, Manager Product Support, Prestwick Airport, Ayrshire, KA9 2RW Scotland; telephone (44-292) 79888; facsimile (44-292) 79703; or Jetstream Aircraft Inc., Librarian, P.O. Box 16029, Dulles International Airport, Washington, DC 20041-6029; telephone (703) 406-1161; facsimile (703) 406-1469. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Raymond A. Stoer, Program Officer, Brussels Aircraft Certification Office, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B-1000 Brussels, Belgium; telephone (322) 513.3830; facsimile (322) 230.6899; or Mr. John P. Dow, Sr., Project Officer, Small Airplane Directorate, Airplane Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426-6932; facsimile (816) 426-2169.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain JAL HP137 Mk1 and Jetstream 200 series airplanes was published in the **Federal Register** on October 13, 1994 (59 FR 51877). The action proposed superseding AD 81-09-03 R1 with a new AD that would (1) retain the inspections of the rudder pedal adjusting mounting bracket for cracks and require replacing any cracked part as required by the current AD; and (2) require replacing this mounting bracket with an improved part of increased sectional dimension, P/N 1379111E 1, as terminating action for the repetitive inspections. The proposed inspection would be accomplished in accordance with Jetstream Service Bulletin No. 9/10, dated April 28, 1981. The proposed replacement would be accomplished in accordance with the Instructions to Modification No. 5162, Part 1 and Part 2, Issue 1, dated June 1981.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the

proposed rule or the FAA's determination of the cost to the public.

After careful review of all available information, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD nor add any additional burden upon the public than was already proposed.

This action is based on the FAA's aging commuter-class aircraft policy. This policy simply states that airplane owners/operators should incorporate a known design change when it could eliminate, or, in certain instances, reduce the number of critical repetitive inspections.

The FAA estimates that 11 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 160 workhours per airplane to accomplish the required action, and that the average labor rate is approximately \$55 an hour. Parts cost approximately \$1,800 per airplane. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$116,600.

All 11 of the affected airplanes are HP137 Mk1's; there are no Jetstream series 200 airplanes registered in the United States, but they are type certificated for operation in the United States. According to FAA records, none of these HP137 Mk1 airplanes are in operation or anywhere near operating condition. For this reason, JAL no longer stocks Modification No. 5162, but can develop modification kits within three months after order. Since there are no airplanes currently in operation, the cost impact of this AD is narrowed to only those owners/operators returning their airplane to operation.

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 copy of the final evaluation prepared for this action is contained 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, 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. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing AD 81-09-03 R1, Amendment 39-4150, and by adding a new AD to read as follows:

95-01-08 Jetstream Aircraft Limited:

Amendment 39-9119; Docket No. 94-CE-14-AD. Supersedes AD 81-09-03 R1, Amendment 39-4150.

Applicability: HP137 Mk1 and Jetstream Series 200 airplanes (all serial numbers), certificated in any category.

Compliance: Required as indicated in the body of this AD, unless already accomplished.

To prevent inadvertent rudder movement caused by a cracked rudder pedal adjusting mounting bracket, which could result in loss of rudder control, accomplish the following:

(a) Within the next 100 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished (compliance with AD 81-09-03 R1), inspect the rudder pedal adjusting mounting bracket for cracks in accordance with Jetstream Service Bulletin (SB) No. 9/10, dated April 28, 1981.

(1) If cracks are found, prior to further flight, replace the mounting bracket with an improved part of increased sectional dimension, part number (P/N) 1379111E 1, in accordance with the Instructions to Modification No. 5162, Part 1 and Part 2, Issue 1, dated June 1981. This replacement is referenced as Modification No. 5162.

(2) If no cracks are found, reinspect at intervals not to exceed 100 hours TIS until Modification No. 5162 is incorporated.

(b) Upon the accumulation of 15,000 hours TIS or within the next 200 hours TIS after the effective date of this AD, whichever occurs later, replace the rudder pedal adjusting mounting bracket with an improved part of

increased sectional dimension, P/N 1379111E 1 (Modification No. 5162), in accordance with the Instructions to Modification No. 5162, Part 1 and Part 2, Issue 1, dated June 1981.

(c) Incorporating Modification 5162 as specified in paragraphs (a)(1) and (b) of this AD eliminates the repetitive inspection requirement of this AD.

(d) Special flight permits may be issued in accordance with §§ 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.

(e) An alternative method of compliance or adjustment of the initial and repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Brussels Aircraft Certification Office (ACO), Europe, Africa, Middle East office, FAA, c/o American Embassy, B-1000 Brussels, Belgium. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Brussels ACO.

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

(f) The inspection required by this AD shall be done in accordance with Jetstream Service Bulletin No. 9/10, dated April 28, 1981. The replacement required by this AD shall be done in accordance with Instructions to Modification No. 5162, Part 1 and Part 2, Issue 1, dated June 1981. 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 Jetstream Aircraft Limited, Manager Product Support, Prestwick Airport, Ayrshire, KA9 2RW Scotland; or Jetstream Aircraft Inc., Librarian, P.O. Box 16029, Dulles International Airport, Washington, DC 20041-6029. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment (39-9119) becomes effective on February 20, 1995.

Issued in Kansas City, Missouri, on January 4, 1995.

Henry A. Armstrong,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 95-518 Filed 1-9-95; 8:45 am]

BILLING CODE 4910-13-U

14 CFR Part 39

[Docket No. 91-CE-12-AD; Amendment 39-9118; AD 95-01-07]

Airworthiness Directives; Fairchild Aircraft Models SA227-AC and SA227-AT Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes Airworthiness Directive (AD) 83-12-01, which currently requires repetitively inspecting the lower wing skin panel for cracks on certain Fairchild Aircraft Models SA227-AC and SA227-AT airplanes, and installing wing skin reinforcement doublers if any wing skin crack is found. The Federal Aviation Administration's policy on aging commuter-class aircraft is to eliminate, or, in certain instances, reduce the number of certain repetitive short-interval inspections when improved parts or modifications are available. This action requires installing wing skin reinforcement doublers or wing skin stringer ties as terminating action for the repetitive inspections that are currently required by AD 83-12-01. The actions specified by this AD are intended to prevent fatigue failure of the lower wing skin panels, which could result in loss of control of the airplane.

DATES: Effective February 17, 1995.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 17, 1995.

ADDRESSES: Service information that applies to this AD may be obtained from Fairchild Aircraft, P.O. Box 790490, San Antonio, Texas 78279-0490; telephone (210) 824-9421. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Mr. Hung Viet Nguyen, Aerospace Engineer, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone (817) 222-5155; facsimile (817) 222-5959.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to certain Fairchild Aircraft Models SA227-AC and SA227-AT airplanes was published in the **Federal Register** on March 30, 1994 (59 FR 14797). The action proposed to supersede AD 83-12-01 with a new AD that would (1) retain the requirement of repetitively inspecting the lower wing skin panel, and installing wing skin reinforcement doublers if any wing skin crack is found; and (2) require either installing wing skin reinforcement doublers or wing skin stringer ties as terminating action for the repetitive inspections. The proposed actions would be

accomplished in accordance with Fairchild SB No. 227-57-002, Issued: June 6, 1983, Revised: January 23, 1984.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

After careful review of all available information, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD nor add any additional burden upon the public than was already proposed.

This action is based on the FAA's aging commuter-class airplane policy, which briefly states that owners/operators in commuter service should incorporate modifications or install improved parts when the modification or installation would eliminate, or, in certain instances, reduce a repetitive inspection on a critical structure.

The FAA estimates that 125 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 9 workhours per airplane to accomplish the required action if reinforcement doublers were installed (1 workhour/inspection and 8 workhours/modification) or 25 workhours per airplane to accomplish the required action if wing skin stringer ties were installed (1 workhour/inspection and 24 workhours/modification), and that the average labor rate is approximately \$55 an hour. Parts cost approximately \$56 per airplane for the wing skin reinforcement doublers and \$179 per airplane for the wing skin stringer ties. Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be either \$68,875 for those airplane operators incorporating the reinforcement doubler modification or \$194,250 for those airplane operators utilizing the wing skin stringer ties modification. This cost figure is based on the assumption that no affected airplane owner/operator has accomplished one of the required inspection-terminating modifications. The figure does not include repetitive inspection costs. The FAA has no way of determining how many repetitive inspections each owner/operator may incur.

The intent of the FAA's aging commuter airplane program is to ensure safe operation of commuter-class airplanes that are in commercial service without adversely impacting private operators. Of the approximately 125