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DEPARTMENT OF AGRICULTURE

Commodity Credit Corporation

7 CFR Part 1416

RIN 0560-AD00

Voluntary Production Limitation Program; Correction

AGENCY: Commodity Credit Corporation, USDA.

ACTION: Correcting amendments.

SUMMARY: This document contains a correction to the interim regulations which were published Wednesday, November 16, 1994, (59 FR 59280). This regulation relates to the provisions pertaining to the Voluntary Production Limitation Program (VPLP) concerning misrepresentation and scheme or device.

EFFECTIVE DATE: November 22, 1995.

FOR FURTHER INFORMATION CONTACT: Jack Welch, USDA, Consolidated Farm Service Agency (CFSA), Room 3644-S, P.O. Box 2415, Washington, D.C. 20013-2415; telephone (202) 720-9884.

SUPPLEMENTARY INFORMATION:

Background

The regulations that are the subject of this correction are applicable to the VPLP for the 1994 and 1995 crops of wheat and feed grains and set forth the terms and conditions under which producers of these commodities may enter into agreements with the Commodity Credit Corporation (CCC) to qualify for program benefits under the VPLP.

Need for Correction

As published, the interim regulations contain an error which may prove to be misleading and is in need of clarification.

List of Subjects in 7 CFR Part 1416

Voluntary Production Limitation Program.

Accordingly, 7 CFR Part 1416 is corrected by making the following correcting amendments:

1. The authority citation for Part 1416 continues to read as follows:

Authority: 7 U.S.C. 1444f, 1445b-3a, 15 U.S.C. 714b and 714c.

§ 1416.110 [Corrected]

2. In § 1416.110 the second paragraph (b) is redesignated as paragraph (c).

Signed at Washington, D.C., on November 15, 1995.

Bruce R. Weber,

Executive Vice President, Commodity Credit Corporation.

[FR Doc. 95-28518 Filed 11-21-95; 8:45 am]

BILLING CODE 3410-05-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 93-SW-04-AD; Amendment 39-9438; AD 95-24-06]

Airworthiness Directives; Bell Helicopter Textron, a Division of Textron Canada, Model 206B and 206L Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to Bell Helicopter Textron, a Division of Textron Canada (BHT), Model 206B and 206L helicopters, that currently requires a revision to the Limitations section of the FAA-approved Supplemental Type Certificate (STC) Rotorcraft Flight Manual Supplement (RFMS) until replacement of the engine power-out warning sensor on BHT Model 206B and 206L helicopters equipped with Allison 250-C20R engines in accordance with certain supplemental type certificates. This amendment requires a revision to the Limitations section of the STC RFMS, but removes the requirement for replacement of the engine power-out warning sensor. This amendment is prompted by a reevaluation of the need for an engine power-out warning sensor

based on the lack of reported operational occurrences of the false engine-out warnings. The actions specified by this AD are intended to maintain a heightened pilot awareness that false engine-out warnings may occur when practicing autorotations and could result in an unnecessary emergency autorotative landing.

DATES: Effective December 27, 1995.

The incorporation by reference of certain publications listed in the regulations was previously approved by the Director of the Federal Register as of December 30, 1991 (56 FR 63631, December 5, 1991).

ADDRESSES: The service information referenced in this AD may be obtained from Soly Corporation, 450 Pat Kennedy Way SW., Olympia, Washington 98501-7298. This information may be examined at the FAA, Office of the Assistant Chief Counsel, 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: Mr. Stephen Bray, Aerospace Engineer, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, Propulsion Branch, ANM-140S, 1601 Lind Avenue SW., Renton, Washington 98055-4056, telephone (206) 227-2681, fax (206) 227-1181.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by superseding AD 91-23-15, Amendment 39-8084 (56 FR 63631, dated December 5, 1991), which is applicable to BHT Model 206B and 206L helicopters equipped with Allison 250-C20R engines in accordance with Supplemental Type Certificate No. SH4169NM, SH4179NM, or SH4729NM was published in the Federal Register on June 7, 1993 (58 FR 31916). That action proposed to require a revision to the Limitations section of the applicable STC RFMS in accordance with Soly Corporation Service Bulletin 02-680, revised December 8, 1992.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of

the rule as proposed, except for some editorial changes and adding explanatory Note 1, relating to the scope of the applicability statement when modifications, alterations, or repairs have been made in the area subject to the requirements of the AD.

Additionally, the FAA has revised the proposed estimated average labor rate from \$55 per work hour to an estimated average labor rate of \$60 per work hour in the preamble portion of this final rule. This revision will increase the estimated total cost impact of the AD from \$1,045 to \$1,140. Finally, the type certificate has been transferred to a new owner since the issuance of the proposal. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of the AD.

The FAA estimates that 19 helicopters of U.S. registry will be affected by this AD, that it will take approximately one work hour per helicopter to accomplish the required actions, and that the average labor rate is \$60 per work hour. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$1,140.

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 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), 40101, 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by removing Amendment 39-8084 (56 FR 63631, December 5, 1991), and by adding a new airworthiness directive (AD), Amendment 39-9438, to read as follows:

AD 95-24-06 Bell Helicopter Textron, a division of Textron Canada (BHT): Amendment 39-9438, Docket No. 93-SW-04-AD. Supersedes AD 91-23-15, Amendment 39-8084.

Applicability: Model 206B and 206L helicopters, equipped with Allison 250-C20R engine power-out warning sensors, part number (P/N) 206-075-545-001, in accordance with Supplemental Type Certificate (STC) No. SH4169NM (applicable to Model 206L), SH4179NM (applicable to Model 206B), or SH4729NM (applicable to both Models 206B & L), 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 (b) 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 alert the pilot of a potential false engine-out warning when practicing autorotations that could result in an unnecessary emergency autorotative landing, accomplish the following:

(a) Within 10 days after the effective date of this AD, revise the Limitations section of the applicable FAA-approved STC Rotorcraft Flight Manual Supplement (RFMS) by adding the warning statement and note contained in the Description section of Soly Corporation Service Bulletin 02-680, revised December 8, 1992.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used when approved by the Manager, Seattle

Aircraft Certification Office, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, Washington 98055-4056. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Seattle Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle Aircraft Certification Office.

(c) Special flight permits to accomplish the requirements of this AD will not be issued.

(d) The warning and note to be inserted into the Limitations section of the applicable STC RFMS are contained in Soly Corporation Service Bulletin 02-680, revised December 8, 1992. This incorporation by reference was previously approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of December 30, 1991 (56 FR 63631, December 5, 1991). Copies may be obtained from Soly Corporation, 450 Pat Kennedy Way SW., Olympia, Washington 98501-7298. Copies may be inspected at the FAA, Office of the Assistant Chief Counsel, 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.

(e) This amendment becomes effective on December 27, 1995.

Issued in Fort Worth, Texas, on November 8, 1995.

Eric Bries,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 95-28517 Filed 11-21-95; 8:45 am]

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14 CFR Part 39

[Docket No. 95-SW-06-AD; Amendment 39-9425; AD 95-23-05]

Airworthiness Directives; Robinson Helicopter Company Model R22 Series Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment supersedes an existing airworthiness directive (AD), applicable to Robinson Helicopter Company Model R22 series helicopters, that currently requires an inspection and repetitive visual checks for slippage of the tail rotor (T/R) drive and replacement of the T/R gearbox, if necessary. This amendment requires disassembly of the T/R gearbox to verify the installation of the input and output shaft keys (keys) between the input and output pinions and their respective shafts. This amendment is prompted by two incidents in which the key was not installed between the output shaft and