

# Rules and Regulations

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## DEPARTMENT OF AGRICULTURE

### Federal Crop Insurance Corporation

#### 7 CFR Part 457

RIN 0563-AB03

#### Common Crop Insurance Regulations; Pear Crop Insurance Provisions; Correction

**AGENCY:** Federal Crop Insurance Corporation.

**ACTION:** Final rule; correction.

**SUMMARY:** This document contains corrections to the final regulation which was published Thursday, November 7, 1996 (61 FR 57578-57583). The regulation pertains to the insurance of Pear.

**EFFECTIVE DATE:** January 14, 1997.

**FOR FURTHER INFORMATION CONTACT:** Louise Narber, Program Analyst, Research and Development Division, Product Development Branch, Federal Crop Insurance Corporation, United States Department of Agriculture, 9435 Holmes Road, Kansas City, MO 64131, telephone (816) 926-7730.

#### SUPPLEMENTARY INFORMATION:

##### Background

The final regulation that is the subject of this correction was intended to provide policy changes to better meet the needs of the insured and to combine the Pear Endorsement with the Common Crop Insurance Policy for ease of use and consistency of terms.

##### Need for Correction

As published, the final regulations contained an error which may prove to be misleading and is need of clarification.

##### Correction of Publication

Accordingly, the publication on November 7, 1996, of the final

regulation at 61 FR 57578-57583 is corrected as follows:

#### PART 457—[CORRECTED]

##### §457.111 [Corrected]

On page 57583, in the second column, in §457.111, section 13 paragraph (b)(i)(ii) should be 1 and 2.

Signed in Washington, DC, on January 10, 1997.

Kenneth D. Ackerman,  
*Manager, Federal Crop Insurance Corporation.*

[FR Doc. 97-1017 Filed 1-14-97; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 96-NM-145-AD; Amendment 39-9881; AD 97-01-10]

RIN 2120-AA64

#### Airworthiness Directives; Boeing Model 737-100 and -200 Series Airplanes

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Boeing Model 737-100 and -200 series airplanes, that requires replacing the aileron (lateral) control transfer mechanism with a new modified mechanism, or reworking the existing mechanism. This amendment is prompted by a review of the design of the flight control systems on Model 737 series airplanes. The actions specified by this AD are intended to prevent unexpected, significant control wheel forces and reduced travel of a control wheel due to mechanical interference within the lateral control system transfer mechanism during a jam override condition.

**DATES:** Effective February 19, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of February 19, 1997.

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

Group, P.O. Box 3707, Seattle, Washington 98124-2207. 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:** Don Kurle, Senior Engineer, Systems and Equipment Branch, ANM-130S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (206) 227-2798; fax (206) 227-1181.

**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 Boeing Model 737-100 and -200 series airplanes was published in the Federal Register on August 28, 1996 (61 FR 44230). That action proposed to require replacing the aileron (lateral) control transfer mechanism with a new modified mechanism, or reworking the existing mechanism.

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

Two commenters support the proposed rule.

#### Request for Risk Benefit Analysis

One commenter believes that the FAA should perform a risk benefit analysis before proceeding with the proposed AD. This commenter does not disagree with the requirements of the proposal; however, the commenter suggests that the proposed compliance time of 18 months could overburden competent machine facilities and lead to undesirable workmanship, which would subject the airlines and the flying public to unnecessary risk.

The FAA does not concur with the commenter's request. The commenter did not submit analyses or data to substantiate its claim that competent machine facilities would be overburdened by the requirements of this AD. The FAA has considered the costs of complying with this AD, and does not consider those costs to be