

§ 650.65 Appointment of a conservator.

(a) The Farm Credit Administration Board may in its discretion appoint, ex parte and without prior notice, a conservator for the Corporation provided that one or more of the grounds for appointment as set forth in § 650.50 of this subpart exist;

(b) Upon the appointment of a conservator, the Chairman of the Farm Credit Administration shall immediately notify the Corporation and shall publish a notice of the appointment in the Federal Register.

(c) As soon as practicable after the conservator takes possession of the Corporation, the conservator shall notify, by first class mail, each holder of stock in the Corporation of the establishment of the conservatorship and shall describe the effect of the conservatorship on the Corporation's operations and equity holdings.

(d) Upon the issuance of the order placing the Corporation in conservatorship, all rights, privileges, and powers of the members, board of directors, officers, and employees of the Corporation are vested exclusively in the conservator.

(e) The Farm Credit Administration Board may, at any time, terminate the conservatorship and direct the conservator to turn over the Corporation's operations to such management as the Farm Credit Administration Board may designate, in which event the provisions of this subpart shall no longer apply.

§ 650.66 Powers and duties of the conservator.

(a) The conservator shall direct the Corporation's further operation until the Farm Credit Administration Board decides that the Corporation can operate without the conservatorship or places the Corporation into receivership. Upon correction or resolution of the problem or condition that provided the basis for the appointment, the Farm Credit Administration Board may turn the Corporation over to such management as the Farm Credit Administration Board may direct.

(b) The conservator shall exercise all powers necessary to continue the ongoing operations of the Corporation, to conserve and preserve the Corporation's assets and property, and otherwise protect the interests of the Corporation, its stockholders, and creditors as provided in this subpart.

(c) The conservator serves as the trustee of the Corporation and conducts its operations for the benefit of the creditors and stockholders of the Corporation.

(d) The conservator may exercise the powers that a receiver of the Corporation may exercise under any of the provisions of § 650.56(b) of this subpart, except paragraphs (b)(2) and (b)(16). In interpreting the applicable paragraphs for purposes of this section, the terms "conservator" and "conservatorship" shall be read for "receiver" and "receivership".

(e) The conservator may also take any other action the conservator considers appropriate or expedient to the continuing operation of the Corporation.

§ 650.67 Inventory, examination, and reports to stockholders.

(a) As soon as practicable after taking possession of the Corporation, the conservator shall take an inventory of the assets and liabilities of the Corporation as of the date possession was taken. One copy of the inventory shall be filed with the Farm Credit Administration.

(b) The conservatorship shall be examined by the Farm Credit Administration in accordance with section 8.11 of the Act.

(c) The conservatorship shall prepare and file financial reports and other documents in accordance with the requirements of § 620.40 and part 621 of this chapter. The conservator of the Corporation shall provide the certification required in § 621.14 of this chapter.

§ 650.68 Final discharge and release of the conservator.

At such time as the conservator shall be relieved of its conservatorship duties, the conservator shall file a report on the conservator's activities with the Farm Credit Administration. The conservator shall thereupon be completely and finally released.

Dated: February 19, 1997.
Floyd Fithian,
Secretary, Farm Credit Administration Board.
[FR Doc. 97-4475 Filed 2-21-97; 8:45 am]
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DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. 96-CE-56-AD]

RIN 2120-AA64

Airworthiness Directives; I. A. M. Rinaldo Piaggio Model P180 Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes to adopt a new airworthiness directive (AD) that would apply to certain I. A. M. Rinaldo Piaggio (Piaggio) Model P180 airplanes. The proposed action would require repetitively inspecting for cracks around the vertical pin and the torque tube bottom flange of the rudder and the fasteners that connect the torque tube to the bottom flange. If cracks are evident, the proposed action would require modifying the rudder torque tube bottom flange assembly by replacing the cracked part with a part of improved design which would terminate the repetitive inspection. The proposed AD is the result of several reports of fatigue cracks around the pin that vertically supports the rudder axle. The actions specified by the proposed AD are intended to prevent fatigue cracks in the rudder torque tube bottom flange which could result in loss of rudder control and possible loss of the airplane.

DATES: Comments must be received on or before April 30, 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-56-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 I. A. M. Rinaldo Piaggio, S.p.A., Via Cibrario, 4 16154 Genoa, Italy. This information also may be examined at the Rules Docket at the address above.

FOR FURTHER INFORMATION CONTACT: Mr. Tom Rodriguez, Program Officer, Brussels Aircraft Certification Division, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B-1000 Brussels, Belgium; telephone (322) 508.2715; facsimile (322) 230.6899; or Mr. Roman T. Gabrys, Project Officer, Small Airplane Directorate, Aircraft Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106; telephone (816) 426-6934; facsimile (816) 426-2169.

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-56-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-56-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Discussion

The Registro Aeronautico Italiano (RAI), which is the airworthiness authority for Italy, recently notified the FAA that an unsafe condition may exist on certain Piaggio P180 airplanes. The RAI reports that fatigue cracks are appearing in the area of the vertical pin support and around the torque tube bottom flange of the rudder. These cracks were discovered during routine inspections on high flight hour Piaggio P180 airplanes. This condition, if not detected and corrected, could result in loss of rudder control and possible loss of the airplane.

Relevant Service Information

Piaggio has issued Service Bulletin 80-0076, ORIGINAL ISSUE: May 30, 1995 which specifies procedures for inspecting for cracks and modifying the torque tube bottom flange and fasteners, if cracks are found.

The RAI classified this service bulletin as mandatory and issued AD No. 95-183, Issued July 3, 1995, in order to assure the continued airworthiness of these airplanes in Italy.

The FAA's Determination

This airplane model is manufactured in Italy and is 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 RAI has kept the FAA informed of the situation described above. The FAA has examined the findings of the RAI, reviewed all available information including the service information referenced above, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Explanation of the Provisions of the Proposed AD

Since an unsafe condition has been identified that is likely to exist or develop in other Piaggio P180 airplanes of the same type design registered in the United States, the proposed AD would require inspecting for cracks around the torque tube bottom flange, the fasteners, and vertical support pin of the rudder; and, if cracks are found, modifying the rudder torque tube bottom flange assembly by replacing the cracked part with a part of improved design. If no cracks are found, the proposed action would require repetitively inspecting the area until cracks appear and then modifying the rudder torque tube bottom flange by replacing the cracked part with a part of improved design. Accomplishment of the proposed modification would be in accordance with Piaggio Service Bulletin 80-0076, ORIGINAL ISSUE: May 30, 1995.

Differences Between the Proposed AD, Service Bulletin, and RAI AD

I.A.M. Rinaldo Piaggio SB 80-0076, Original Issue May 30, 1995, and the RAI AD No. 95-183, dated July 3, 1995, specify repetitively inspecting every 500 hours time-in-service (TIS) using a dye penetrant method, and if the crack lengths are greater than 6 mm, the part must be replaced prior to further flight. If the crack lengths are greater than 3 mm, but less than 6 mm, the part must be replaced within the next 50 hours TIS; and, if the cracks are less than 3 mm, then the parts must be replaced within the next 100 hours TIS. The proposed AD, if adopted, would not allow any continued flight with any crack found. FAA policy is to disallow airplane operation when known cracks exist in primary structure (the rudder is considered primary structure).

Cost Impact

The FAA estimates that 4 airplanes in the U.S. registry would be affected by the proposed AD, that it would take approximately 6 workhours per airplane to accomplish the proposed initial inspection and that the average labor rate is approximately \$60 an hour. Parts are not accounted for in this cost analysis because, on some airplanes, cracks may never be discovered during one of these inspections. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$1,440 (\$360 per airplane). The FAA is not taking into account the cost for the repetitive inspections because there is no way to determine the number of repetitive inspections that might be incurred over the life of the airplane.

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 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 USC 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding a new airworthiness directive (AD) to read as follows:

I.A.M. Rinaldo Piaggio: Docket No. 96-CE-56-AD.

Applicability: Model P180 airplanes (all serial numbers), certificated in any category.

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 100 hours time-in-service (TIS) after the effective date of this AD, and thereafter as indicated in the body of this AD, unless already accomplished.

To prevent fatigue cracks in the rudder torque tube bottom flange which could result in loss of rudder control and possible loss of the airplane, accomplish the following:

(a) Inspect the area around the torque tube, bottom flange, and vertical support pin of the rudder for cracks (using a dye penetrant method) and visually inspect for cracks in the fasteners that connect the torque tube to the bottom flange.

Note 2: The inspection in Part A of the Compliance section of Piaggio Service Bulletin (SB) 80-0076, ORIGINAL ISSUE: May 30, 1995, uses different criteria than the inspection required in paragraph (a) of this AD. This AD takes precedence over Piaggio SB 80-0076.

(b) If cracks are found, prior to further flight, modify the rudder torque tube bottom flange by replacing any cracked part with a part of improved design in accordance with Part B and Attachment #1 of the ACCOMPLISHMENT INSTRUCTIONS of Piaggio SB 80-0076, ORIGINAL ISSUE: May 30, 1995.

(c) If no cracks are found, continue to inspect at intervals not to exceed 100 hours TIS thereafter until cracks appear. If cracks appear during any inspection required by this AD, prior to further flight, modify the rudder torque tube bottom flange by the replacing cracked part with a part of improved design in accordance with Part B and Attachment #1 of the ACCOMPLISHMENT INSTRUCTIONS of Piaggio SB 80-0076, ORIGINAL ISSUE: May 30, 1995.

(d) Modifying the rudder torque tube flange by replacing a cracked torque tube bottom flange, part number (P/N) 80-373108-103, with an improved torque tube bottom flange (P/N 80-373201-001) is considered a terminating action for the repetitive inspections required in paragraph (c) of this AD.

(e) Special flight permits may be issued in accordance with sections 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.

(f) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Brussels Aircraft Certification Division, FAA, Europe, Africa, and Middle East Office, c/o American Embassy, B-1000 Brussels, Belgium; or the Manager, Small Airplane Directorate, Aircraft Certification Service, FAA, 1201 Walnut, suite 900, Kansas City, Missouri 64106. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Brussels Aircraft Certification Division or Manager, Small Airplane Directorate.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Brussels Aircraft Certification Division or the Small Airplane Directorate.

(g) All persons affected by this directive may obtain copies of the documents referred to herein upon request to I. A. M. Rinaldo Piaggio, S.p.A., Via Cibrario, 4 16154 Genoa, Italy; or may examine these documents at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on February 14, 1997.

James E. Jackson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 97-4371 Filed 2-21-97; 8:45 am]

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14 CFR Part 39

[Docket No. 97-ANE-08]

RIN 2120-AA64

Airworthiness Directives; Pratt & Whitney JT8D-200 Series Turbofan Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the superseding of an existing airworthiness directive (AD), applicable to Pratt & Whitney JT8D-200 series turbofan engines, that currently requires for front compressor front hubs (fan hubs),

cleaning; initial and repetitive eddy current (ECI) and fluorescent penetrant inspections (FPI) of tierod and counterweight holes for cracks; removal of bushings; the cleaning and ECI and FPI of bushed holes for cracks; and, if necessary, replacement with serviceable parts. In addition, the current AD requires reporting the findings of cracked fan hubs. This action will not change the current AD's inspection procedures, or the effectivity date that starts the cycle count for the initial inspection schedules. This AD will, however, add an additional inspection schedule that requires the initial inspection of certain fan hubs with standard drilled holes and coolant channel drilled (CCD) holes to occur earlier than the existing AD requires. This proposal is prompted by additional investigation since publication of the current AD that reveals that certain fan hubs with standard drilled holes and CCD holes may be more susceptible to cracking. This proposal also requires reporting the results of the initial fan hub inspections. The actions specified by the proposed AD are intended to prevent fan hub failure due to tierod, counterweight, or bushed hole cracking, which could result in an uncontained engine failure and damage to the aircraft.

DATES: Comments must be received by April 25, 1997.

ADDRESSES: Submit comments in triplicate to the Federal

Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 97-ANE-08, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may also be sent via the Internet using the following address: "9-ad-engineprop@faa.dot.gov".

Comments sent via the Internet must contain the docket number in the subject line. Comments may be inspected at this location between 8:00 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Pratt & Whitney, 400 Main St., East Hartford, CT 06108; telephone (860) 565-6600, fax (860) 565-4503. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA.

FOR FURTHER INFORMATION CONTACT: Diane Cook, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-