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with the investors listed in paragraphs (b)(5) (i) through (vi) of this section.

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Dated: May 2, 1997.
Aida Alvarez,
Administrator.
[FR Doc. 97-12555 Filed 5-13-97; 8:45 am]
BILLING CODE 8025-01-P

SMALL BUSINESS ADMINISTRATION

13 CFR Part 121

Small Business Size Regulations; Affiliation With Investment Companies; Correction

AGENCY: Small Business Administration.
ACTION: Final rule; correction.

SUMMARY: This document contains corrections to the final rule published in the **Federal Register** on March 12, 1997(62 FR 11317). That rule amended 13 CFR 121.103(b)(5) by incorporating changes made to the Small Business Investment Act of 1958 (SBI Act). It contained several minor errors which could be misleading if not corrected.

EFFECTIVE DATE: This corrective rule is effective retroactive to March 12, 1997.

FOR FURTHER INFORMATION CONTACT: Gary M. Jackson, Assistant Administrator for Size Standards, 409 3rd Street, SW., Washington, DC 20416, (202) 202-6618.

SUPPLEMENTARY INFORMATION:The final rule published at 62 FR 11317 on March 12, 1997 inadvertently contained minor typographical errors. First, the name of the SBI Act was incorrectly stated as the Small Business Investment Company Act of 1958. The correct name is the Small Business Investment Act of 1958. The word "an" was incorrectly stated as "(and)"; "(b)(5)(i)" was incorrectly stated as "(b)(5)(I)". This rule corrects these erroneous references.

Therefore, in FR Doc. 97-5739, published in the **Federal Register** issue of March 12, 1997, (62 FR 11317), on page 11318, in the second column, the § 121.103(b)(5) introductory text is corrected to read as follows:

* * * * *

(5) For financial, management or technical assistance under the Small Business Investment Act of 1958, as amended, an applicant is not affiliated

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 97-NM-12-AD; Amendment 39-10027; AD 96-26-52 R1]

RIN 2120-AA64

Airworthiness Directives; Boeing Model 747 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment revises an existing airworthiness directive (AD), applicable to certain Boeing Model 747 series airplanes, that currently requires repetitive inspections of the access doors to the midspar/spring beam fuse pins on all engine pylons to detect cracks on the external surface; repetitive inspections of each midspar/spring beam fuse pin to detect if it protrudes beyond its mating nut by a specified distance; and repair of any discrepancy found. The actions specified by that AD are intended to prevent migration of this fuse pin, which, if not detected and corrected in a timely manner, could result in failure of the engine pylon and consequent separation of the engine from the wing. This amendment increases the intervals between inspections of the access doors and each midspar/spring beam fuse pin, and consequently decreases the frequency of inspections. This amendment is prompted by new data provided by the manufacturer indicating that the reported migration of the fuse pin was apparently the result of an incorrectly installed nut.

EFFECTIVE DATE: June 18, 1997.

ADDRESSES: Information concerning this amendment may be obtained from or 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: Tamara Dow, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington; telephone (425) 227-2771; fax (425) 227-1181.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) by revising AD 96-26-52, amendment 39-9868 (62 FR 302, January 3, 1997), which is applicable to certain Boeing Model 747 series airplanes, was published in the **Federal Register** on February 12, 1997 (62 FR 6499). That action proposed to continue to require repetitive inspections of the access doors to the midspar/spring beam fuse pins on all engine pylons to detect cracks on the external surface, repetitive inspections of each midspar/spring beam fuse pin to detect if it protrudes beyond its mating nut by a specified distance, and repair of any discrepancy found. That action also proposed to increase the intervals between inspections of the access doors and each midspar/spring beam fuse pin, and consequently decrease the frequency of inspections.

Comments on the Proposal

Interested persons have been afforded an opportunity to participate in the making of this amendment. Due consideration has been given to the two comments received.

One commenter supports the proposal.

One commenter requests that the proposed frequency of repetitive inspections of the access doors to each midspar/spring beam fuse pin and each fuse pin be altered to 5,000 hours time-in-service, or 15 months, whichever occurs first; this interval is equivalent to the maintenance interval specified in the operator's Maintenance Review Board (MRB) report. The commenter considers that adoption of the FAA's proposed interval of 1,000 landings or 18 months, whichever occurs first, would require certain operators to schedule special times for the accomplishment of this inspection.

The FAA concurs that the compliance times can be revised somewhat. The