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## DEPARTMENT OF AGRICULTURE

### Food and Consumer Service<sup>1</sup>

#### 7 CFR Part 247

#### Commodity Supplemental Food Program—Caseload Assignment

**AGENCY:** Food and Consumer Service, USDA.

**ACTION:** Direct final rule; confirmation of effective date.

**SUMMARY:** This action announces that no adverse comments were received in response to the direct final rule which amends the provisions of the Commodity Supplemental Food Program regulations to provide for the allocation of a single caseload to State agencies each year, instead of the allocation of two separate caseloads, one for women, infants, and children, and one for the elderly. This rule was published in the **Federal Register** on October 23, 1997 (62 FR 55142).

**EFFECTIVE DATE:** December 8, 1997.

**FOR FURTHER INFORMATION CONTACT:** Lillie F. Ragan, Assistant Branch Chief, Household Programs Branch, Food Distribution Division, Food and Consumer Service, U.S. Department of Agriculture, 3101 Park Center Drive, Alexandria, Virginia 22302-1594, or telephone (703) 305-2662.

#### SUPPLEMENTARY INFORMATION:

#### Regulatory Flexibility Act

This action is not a rule as defined by the Regulatory Flexibility Act (5 U.S.C. 601-612) and thus is exempt from the provisions of that Act.

#### Paperwork Reduction Act

This notice does not contain reporting or recordkeeping requirements subject

<sup>1</sup> The agency name of the Food and Consumer Service was changed to the Food and Nutrition Service by order of the Secretary of Agriculture on November 25, 1997.

to approval by the Office of Management and Budget in accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3507).

#### Executive Order 12372

This program is listed in the Catalog of Federal Domestic Assistance Programs under No. 10.565 and is subject to the provisions of Executive Order 12372, which requires intergovernmental consultation with State and local officials (7 CFR part 3015, subpart V and final rule-related notices published at 48 FR 29114, June 24, 1983 and 49 FR 22676, May 31, 1984).

#### Description

On October 23, 1997, the Department published a direct final rule which amends regulatory requirements in part 247 to assign participating State agencies a single caseload, instead of separate women-infants-children, and elderly, caseloads in order to streamline and simplify program management at the State and local level, and provide State agencies with greater flexibility in caseload management. The rule provided a 30-day comment period and stipulated that unless the Department received written adverse comments, or written notice of intent to submit adverse comments, the rule would become effective on December 8, 1997, which is 45 days after publication in the **Federal Register**. Since no adverse comments were received, this notice confirms the rule's effective date as December 8, 1997.

Dated: December 3, 1997.

**Yvette S. Jackson,**

*Acting Administrator, Food and Consumer Service.*

[FR Doc. 97-32060 Filed 12-8-97; 8:45 am]

BILLING CODE 3410-30-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97-SW-04-AD; Amendment 39-10228; AD 97-25-05]

RIN 2120-AA64

#### Airworthiness Directives; Robinson Helicopter Company Model R22 Helicopters

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to Robinson Helicopter Company (Robinson) Model R22 helicopters with a Lycoming 0-360-J2A engine installation. This AD requires replacing the carburetor and carburetor air temperature (CAT) gage with an improved carburetor that does not require manual leaning of the fuel/air mixture during flight, and a remarked CAT gage; and revising the Rotorcraft Flight Manual to remove the reference to leaning the engine. This amendment is prompted by a report from the Civil Aviation Authority of Great Britain that cautioned that the mixture control could inadvertently be placed in the idle cutoff position during in-flight manual leaning of the fuel/air mixture in the carburetor of the Lycoming 0-360-J2A engine. The actions specified by this AD are intended to prevent inadvertent placement of the mixture control to the idle cutoff position during in-flight leaning of the engine, which could result in an engine shutdown and subsequent loss of control of the helicopter.

**DATES:** Effective January 12, 1998.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of January 12, 1998.

**ADDRESSES:** The service information referenced in this AD may be obtained from Robinson Helicopter Company, 2901 Airport Drive, Torrance, California 90505, telephone (310) 539-0508; fax (310) 539-5198. This information may be examined at the FAA, Office of the Regional Counsel, Southwest Region, 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:** Ms. Elizabeth Bumann, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Blvd., Lakewood, California 90712-4137, telephone (562) 627-5265; fax (562) 627-5210.

**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 Robinson Helicopter Company (Robinson) Model R22 helicopters with a Lycoming O-360-J2A engine installation was published in the **Federal Register** on May 19, 1997 (62 FR 27211). That action proposed to require replacing the carburetor and carburetor air temperature (CAT) gage with an improved carburetor that does not require manual leaning of the fuel/air mixture during flight, and remarking the CAT gage; and inserting revision procedures into the Rotorcraft Flight Manual that remove the reference to leaning the engine.

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

The commenter requests that "or later" be inserted following the revision and date of the kit instructions to allow for possible changes. The FAA does not concur with this request. The kit instructions contain information that is most generally contained in the body of a manufacturer's service bulletin. Subsequent revisions to these instructions will be evaluated by the FAA and if a change is warranted, issuance of a subsequent AD is the proper procedure for making such a change. Additionally, the phrase "or a later FAA-approved revision" is removed from paragraph (b) of the AD. As with the kit instructions, if the FAA deems it necessary to require the insertion into the Rotorcraft Flight Manual of revised procedures, issuance of a subsequent AD is the proper procedure for making such a change.

After careful review of the available data, including the comment noted above, the FAA has determined that air safety and the public interest require the adoption of the rule with the changes described previously. The FAA has determined that these changes will neither increase the economic burden on any operator nor increase the scope of this AD.

The FAA estimates that 50 helicopters of U.S. registry will be affected by this

AD, that it will take approximately 5 work hours per helicopter to accomplish the required actions, and that the average labor rate is \$60 per work hour. Required parts will cost approximately \$3,641 per helicopter. Based on these figures, the total cost impact of the AD on U.S. operators is estimated to be \$197,050.

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), 40113, 44701.

##### § 39.13 [Amended]

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

##### **AD 97-25-05 Robinson Helicopter**

**Company:** Amendment 39-10228.  
**Docket No.** 97-SW-04-AD.

**Applicability:** Model R22 helicopters, serial number (S/N) 2571 through 2664, 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 (c) 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 within 50 hours time-in-service after the effective date of this AD, unless accomplished previously.

To prevent inadvertent placement of the mixture control to the idle cutoff position during in-flight leaning of the engine, which could result in an engine shutdown and subsequent loss of control of the helicopter, accomplish the following:

(a) Remove the MA-4-5 carburetor and carburetor air temperature (CAT) gage, part number (P/N) C604-6, and replace them with an airworthy MA-4SPA carburetor and remarked CAT gage, P/N A604-2, in accordance with Robinson Helicopter Company R22 Service Bulletin SB-82, dated March 3, 1997, and Robinson Helicopter Company KI-114 O-360 Engine Carburetor Change Kit instructions, Revision A, dated March 6, 1997.

(b) Upon completion of paragraph (a) of this AD, insert the FAA-approved R22 Pilot's Operating Handbook Section 9, Supplements 7 (R22 Beta II) and 8 (R22 Mariner II), revised February 6, 1997, into the R22 Rotorcraft Flight Manual.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office, FAA. Operators shall submit their requests through an FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Los Angeles 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 Los Angeles Aircraft Certification Office.

(d) 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 helicopter to a location where the requirements of this AD can be accomplished.

(e) The modification shall be done in accordance with Robinson Helicopter Company R22 Service Bulletin SB-82, dated March 3, 1997, and Robinson Helicopter Company KI-114 O-360 Engine Carburetor Change Kit instructions, Revision A, dated March 6, 1997. 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 Robinson Helicopter Company, 2901 Airport Drive, Torrance, California 90505, telephone (310) 539-0508; fax (310) 539-5198. Copies may be inspected at the FAA, Office of the Regional Counsel, Southwest Region, 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.

(f) This amendment becomes effective on January 12, 1998.

Issued in Fort Worth, Texas, on November 25, 1997.

**Eric Bries,**

*Acting Manager, Rotorcraft Directorate,  
Aircraft Certification Service.*

[FR Doc. 97-31677 Filed 12-5-97; 8:45 am]

BILLING CODE 4910-13-U

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 97-ANE-21-AD; Amendment 39-10232; AD 97-25-08]

RIN 2120-AA64

#### **Airworthiness Directives; General Electric Company CJ610 Series Turbojet and CF700 Series Turbofan Engines**

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

**ACTION:** Final rule; request for comments.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD) that is applicable to General Electric Company (GE) CJ610 series turbojet and CF700 series turbofan engines. This action requires removal from service of possibly defective turbine torque rings and compressor drive shafts which may have been manufactured from contaminated material; and replacement with serviceable parts. This amendment is prompted by a report of a cooling plate removed from a GE CT58 series engine that was found to have an iron-rich inclusion that came from a contaminated heat lot. Parts on GE CJ610 series and CF700 series engines which were manufactured from the same and similar heat lots may also be contaminated. The actions specified in this AD are intended to prevent turbine torque ring or compressor drive shaft failure due to a manufacturing defect, which could result in an uncontained engine failure.

**DATES:** Effective January 2, 1998. The incorporation by reference of certain publications listed in the regulations is

approved by the Director of the **Federal Register** as of January 2, 1998.

Comments for inclusion in the Rules Docket must be received on or before February 6, 1998.

**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-21-AD, 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.

The service information referenced in this AD may be obtained from GE Aircraft Engines, 1000 Western Ave., Lynn, MA 01910; telephone (781) 594-3140, fax (781) 594-4805. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Barbara Caufield, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7146, fax (781) 238-7199.

**SUPPLEMENTARY INFORMATION:** The Federal Aviation Administration received a report that certain turbine torque rings and compressor drive shafts installed on General Electric Company (GE) CJ610 series turbojet and CF700 series turbofan engines were forged with a contaminated alloy that could reduce the life of the part. The FAA has determined that certain heat lots of A286 material were produced with iron-rich inclusions during the vendor's normal Vacuum Induction Melt (VIM) process. The manufacturer discovered a cooling plate removed from a GE CT58 series turboprop engine had been manufactured from this heat lot and was found with an inclusion. This heat lot was also used to manufacture turbine torque rings and compressor drive shafts on GE CJ610 series turbojet and CF700 series turbofan engines. This condition, if not corrected, could result in turbine torque ring or compressor drive shaft failure due to a manufacturing defect, which could result in an uncontained engine failure.

The FAA has reviewed and approved the technical contents of GE CF700 Service Bulletin (SB) No. A72-155, dated May 22, 1997, and GE CJ610 SB

No. A72-147, dated May 22, 1997, that describes procedures for removing affected turbine torque rings and compressor drive shafts from service, and replacing with serviceable parts.

Since an unsafe condition has been identified that is likely to exist or develop on other engines of the same type design, this AD is being issued to prevent an uncontained engine failure and damage to the aircraft. This AD requires removing affected turbine torque rings and compressor drive shafts from service, and replacing with serviceable parts. The actions are required to be accomplished in accordance with the SBs described previously.

Since a situation exists that requires the immediate adoption of this regulation, it is found that notice and opportunity for prior public comment hereon are impracticable, and that good cause exists for making this amendment effective in less than 30 days.

#### **Comments Invited**

Although this action is in the form of a final rule that involves requirements affecting flight safety and, thus, was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this 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 under the caption **ADDRESSES**. All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the 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 AD 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