

when FCA is not a named party; and add procedures for getting records in public rulemaking files. We designed this regulation to be concise and easy to understand. In accordance with 12 U.S.C. 2252, the effective date of the final rule is 30 days from the date of publication in the **Federal Register** during which either or both Houses of Congress are in session. Based on the records of the sessions of Congress, the effective date of the regulations is October 6, 1999.

**EFFECTIVE DATE:** The regulation amending 12 CFR part 602 published on August 2, 1999 (64 FR 41770) is effective October 6, 1999.

**FOR FURTHER INFORMATION CONTACT:** John Hays, Policy Analyst, Office of Policy and Analysis, Farm Credit Administration, 1501 Farm Credit Drive, McLean, VA 22102-5090, (703) 883-4498, TDD (703) 883-4444,

or

Jane Virga, Senior Attorney, Office of General Counsel, Farm Credit Administration, 1501 Farm Credit Drive, McLean, VA 22102-5090, (703) 883-4020, TDD (703) 883-4444.

(12 U.S.C. 2252(a)(9) and (10))

Dated: September 30, 1999.

**Vivian L. Portis,**

*Secretary, Farm Credit Administration Board.*  
[FR Doc. 99-26105 Filed 10-6-99; 8:45 am]

**BILLING CODE 6705-01-P**

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### 14 CFR Part 39

[Docket No. 99-CE-15-AD; Amendment 39-11348; AD 99-21-05]

RIN 2120-AA64

#### **Airworthiness Directives; Fairchild Aircraft, Inc. Models SA226-T, SA226-T(B), SA226-AT, and SA226-TC Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment supersedes Airworthiness Directive (AD) 77-25-03, which currently requires repetitively inspecting for cracks on the landing gear actuator rod ends that are equipped with grease fittings, on Fairchild Aircraft, Inc. (Fairchild Aircraft) Models SA226-T, SA226-AT, and SA226-TC airplanes. AD 77-25-03 also requires replacing the landing gear actuator rod ends with an improved part either immediately or at a certain time period

depending on the results of the inspections. Replacement of all six rod ends terminates the repetitive inspection requirements of AD 77-25-03. This AD is the result of failures of the landing gear rod ends on airplanes where the rod ends were replaced in accordance with AD 77-25-03. Fairchild has re-designed the landing gear rod ends as a result of these failures. This AD requires replacing all landing gear rod ends with these improved design parts on all SA226 series airplanes, including those manufactured since AD 77-25-03 was issued (i.e., the Model SA226-T(B) airplanes). The actions specified by this AD are intended to prevent failure of the landing gear actuator caused by cracks in the rod ends, which could result in the inability to lower the landing gear during a landing with consequent possible loss of control of the airplane.

**DATES:** Effective November 16, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 16, 1999.

**ADDRESSES:** Service information that applies to this AD may be obtained from Fairchild Aircraft, Inc., P.O. Box 790490, San Antonio, Texas 78279-0490; telephone: (210) 824-9421; facsimile: (210) 820-8609. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 99-CE-15-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:**

Hung Viet Nguyen, FAA, Airplane Certification Office, 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150; telephone: (817) 222-5155; facsimile: (817) 222-5960.

**SUPPLEMENTARY INFORMATION:**

#### **Events Leading to the Issuance of This AD**

AD 77-25-03, Amendment 39-3090, currently requires repetitively inspecting for cracks on the landing gear actuator rod ends that are equipped with grease fittings, on Fairchild Aircraft Models SA226-T, SA226-AT, and SA226-TC airplanes; and replacing the landing gear actuator rod ends.

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to Fairchild Aircraft Models SA226-T, SA226-T(B), SA226-AT, and SA226-TC airplanes that are equipped

with any landing gear actuator rod end other than part number (P/N) VTA00350 (or FAA-approved equivalent part number) was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on May 11, 1999 (64 FR 25218). The NPRM proposed to supersede AD 77-25-03 with a new AD that would require replacing all landing gear rod ends with improved design parts, P/N VTA00350 (or FAA-approved equivalent part number).

Accomplishment of the proposed replacements as specified in the NPRM would be required in accordance with Fairchild Aircraft Service Bulletin SB A32-014, Revised: January 26, 1999.

The NPRM was the result of failures of the landing gear rod ends on airplanes where the rod ends were replaced in accordance with AD 77-25-03. Fairchild has re-designed the landing gear rod ends as a result of these failures.

Interested persons have been afforded an opportunity to participate in the making of this amendment. One comment was received in favor of the NPRM and no comments were received on the FAA's determination of the cost to the public.

#### **The FAA's Determination**

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of the rule as proposed except for minor editorial corrections. The FAA has determined that these minor corrections will not change the meaning of the AD and will not add any additional burden upon the public than was already proposed.

#### **Cost Impact**

The FAA estimates that 190 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 6 workhours per airplane to accomplish the replacements, and that the average labor rate is approximately \$60 an hour. Parts cost approximately \$169 per rod (6 rods per airplane). Based on these figures, the total cost impact of this AD on U.S. operators is estimated to be \$261,060, or \$1,374 per airplane.

These figures are based upon the presumption that no affected airplane owner/operator has accomplished the replacement.

#### **Regulatory Impact**

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 copy of the final evaluation prepared for this action is contained 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, 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 removing Airworthiness Directive (AD) 77-25-03, Amendment 39-3090, and by adding a new AD to read as follows:

**99-21-05 Fairchild Aircraft, Inc.:**

Amendment 39-11348; Docket No. 99-CE-15-AD; Supersedes AD 77-25-03, Amendment 39-3090.

**Applicability:** The following airplanes models and serial numbers, certificated in any category; that are equipped with any landing gear actuator rod end other than part number (P/N) VTA00350 (or FAA-approved equivalent part number).

Model	Serial No.
SA226-TC .....	TC201 through TC396, TC398 through TC413, and TC418 through TC419.

**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 (d) 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 as indicated in the body of this AD, unless already accomplished.

To prevent failure of the landing gear actuator caused by cracks in the rod ends, which could result in the inability to lower the landing gear during a landing with consequent possible loss of control of the airplane, accomplish the following:

(a) Within the next 500 hours time-in-service (TIS) after the effective date of this AD, replace any landing gear actuator rod end that is not P/N VTA00350 (or FAA-approved equivalent part number) with one that incorporates this part number. Accomplish this replacement in accordance with Fairchild Aircraft Alert Service Bulletin SB A32-014, Revised: January 26, 1999.

(b) As of the effective date of this AD, no person may install, on any affected airplane, any landing gear actuator rod end that is other than P/N VTA00350 (or FAA-approved equivalent part number).

(c) 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.

(d) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, FAA, Airplane Certification Office (ACO), 2601 Meacham Boulevard, Fort Worth, Texas 76193-0150.

(1) The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Fort Worth ACO.

(2) Alternative methods of compliance approved in accordance with AD 77-25-03 are not considered approved as alternative methods of compliance for this AD.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Fort Worth ACO.

(e) The replacements required by this AD shall be done in accordance with Fairchild Aircraft Alert Service Bulletin SB A32-014, Revised: January 26, 1999. 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 Fairchild Aircraft, Inc., P.O. Box 790490, San Antonio, Texas 78279-0490. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(f) This amendment supersedes AD 77-25-03, Amendment 39-3090.

(g) This amendment becomes effective on November 16, 1999.

Issued in Kansas City, Missouri, on September 27, 1999.

**Michael K. Dahl,**

*Acting Manager, Small Airplane Directorate, Aircraft Certification Service.*

[FR Doc. 99-25745 Filed 10-6-99; 8:45 am]

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**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**14 CFR Part 39**

[Docket No. 98-NM-367-AD; Amendment 39-11353; AD 99-21-10]

RIN 2120-AA64

**Airworthiness Directives; Boeing Model 727-100 and -100C Series Airplanes**

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

**ACTION:** Final rule.

**SUMMARY:** This amendment adopts a new airworthiness directive (AD), applicable to certain Boeing Model 727-100 and -100C series airplanes, that requires replacement of certain skin panels of the lower fuselage with non-bonded skin panels. This amendment is prompted by reports of corrosion of the skin panels of the lower fuselage on airplanes with hot-bonded doublers. The actions specified by this AD are intended to prevent degradation of the structural integrity of certain skin panels of the lower fuselage, which could result in loss of airplane pressurization.

**DATES:** Effective November 12, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of November 12, 1999.

**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),

Model	Serial No.
SA226-T .....	T201 through T275 and T277 through T291.
SA226-T(B) .....	T(B) 276 and T(B) 292 through T(B)417.
SA226-AT .....	AT001 through AT074.